MICROFILM

START OF ROLL

ROLL NO.

CONSTRUCTION CONTRACTS

REEL 156

122-4463 Thomas Creek (Schindler) Br. 1972
Sec., Albany-Lyons Hwy.
#7686 (Struct. restor. & repair)

TRANSMITTAL SLIP

DATE

BALDWIN	CONSTRUCTION	MAINTENANCE	SECRETARY
EDWARDS	COUNTY AND CITY	PARKS	SIGN SHOP
KLABOE	DATA PROCESSING	PERMITS	TRAFFIC
SHAW	DESIGN	PERSONNEL	TRAVEL
JOHNSON	EQUIP. SHOPS	PLANNING	FILES
HUNTER	FHWA	PROGRAMING	MAIL
SCHROEDER	LABORATORY	PUBLIC AFFAIRS	E. S. H. B.
ACCOUNTING	LEGAL	RADIO	REGION ☐
BRIDGE	LOCATION	RIGHT-OF-WAY	

ATTENTION: Ed 7 6 8 6

FROM: Don Byard

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS I talked with Bob about this after discussing with Larry Williams. You were right on as they are at the logging operation.

OSHD E 100 (REV. 6-72)

5-11-73 ES Hunter

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1973

TO Memorandum to the Files

RECEIVED
MAY 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FROM Robert J. Wright
Bridge Office Engineer

SUBJECT Inspection of Files by Private Persons
Thomas Creek (Schindler) Bridge
Contract 7686 - Temporary Restoration
Contract 7837 - Permanent Restoration

On May 9, 1973, Mr. Larry Williams, Executive Director of the Oregon Environmental Council and Mr. John Platt, Executive Director of the Northwest Environmental Defense Center, asked to look at the subject contract files.

R. W. Ellison checked with A. E. Johnson before the files were shown. It was decided that there was no reason why they should not be allowed to inspect the files. They were given two pictures, which were duplicated in the file, showing drift accumulation against the bridge piers. Prints were made of certain letters which are described below.

October 18, 1972
Letter From Mr. Walter J. Hart to Mr. Jack Sollis -
Gives the results of an on-site investigation relating to property damage due to flooding at the site. Attached is a summary of the hydrological and historical data for this reach of Thomas Creek prepared by Mr. Jack Ayres.

August 25, 1972
Letter From Game Commission to Mr. George Baldwin -
States water quality standards to be maintained during construction.

February 25, 1972
Letter to Mr. A. E. Johnson to Mr. R. E. Simpson -
Requests ER funds for flood damage restoration. Specifies nature of permanent repairs to be made.

February 4, 1972
Letter to Mr. George Baldwin from Mr. R. E. Simpson -
Requests nature of permanent repairs to be made.

NOTED
E. S. HUNTER

NOTED
E. S. HUNTER

January 26, 1972
Letter to Mr. R. E. Simpson from Mr. George Baldwin -
Initial request for emergency relief funds.

January 24, 1972
Memorandum to the File by P.O. Stearns -
Gives an hourly report on flood damage as it occurred on January 20, 1972.

Messrs. Williams and Platt indicated they might be back later for more information.

RJW/ag

cc A. E. Johnson
E. S. Hunter
J. Sollis

RECEIVED
JUL 3 1972
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

7686

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 28, 1972

In reply refer to: 10-35-FA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon ER 266(1) - Schindler Bridge

In your June 19 program submittal for the subject project, you have requested funds for a new structure. We agree that it would be desirable to bring this section up to current standards. However, your initial commitment letters of January 26 and February 25 described a method of restoration rather than replacement. In that no new information has been presented in your program submission, we can recommend approval of a grant-in-lieu in ER funds equal only to the previously described restoration costs (i.e., $105,000) plus, of course, the funds for the temporary and permanent repairs by State forces.

We are, therefore, returning your June 19 program documents for adjustment in accordance with the above conditions.

Enclosure

NOTED
A. E. JOHNSON

7-12-72
cy-Ed Hurta
Hall Hand
L.N. Young

6-30-72
Hunter

RECEIVED
JUN 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS
7-5-72

Johnson
cc Young
Hunt
Wake another pitch for E.R Replacement.
E&H

7-12-72
L.H. Young will Submit data to Fedo to enable us to Contract remaining E.R Work (Est $105,000) as soon as he can
A&H

Reviewed by Johnson 7-5-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-944

RECEIVED
JUN 23 1972
FOR FILING

7686

June 19, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Emergency Relief Program Data

We are submitting program data for Item Number 24, Project No. ER-266(1), "Thomas Cr. (Schindler)Br.", which we desire to include in the Federal-aid Emergency Relief program occasioned by the January 1972 storms.

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is in the position to accomplish the work by State forces as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from you.

Authorization to use State forces to perform the permanent restoration is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel it is in the public interest to perform the work with State forces.

We are also submitting 6 copies of a Force Account Order with typical sections covering the permanent restoration at MP 18 which we request you approve subsequent to the program approval.

The title sheet plan will be submitted with the project agreement after the work is authorized.

DAR:kds

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)	(70)	YEAR (71)		
	1	SR 226 Schindler Br. Sect., Scio E. 3.88 mi.			1,000	1,700		9		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)		
	P. E. Emb. and Br. Repair						72-1			
CARD 4	CLASS OF FEDERAL FUNDS	Emergency Relief					COUNTY NAME	Linn		
	NAME OF URBAN AREA 17-31						ROUTE NO.	S	FEDERAL-AID	220

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (7
5					**PE** Stage 2		SR 226 Schindler Br. Section; 3.88 mi. E. of Scio. (MP 13.86 to MP 18.61)		4,250	4,250
5					**ROW**		Thomas Creek (Schindler) Bridge Section			
5					**CONST** (CODE) Stage 2 Temp & Perm Stage 1 Perm.			*4.75	90,695 230,000	90,695 (230,000)
							PROJECT TOTALS	*4.75	324,945	94,945

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

*Intermittent sections, total length of construction 0.09 mi.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
DT	1,000 (66)	1,700 (70)	92 (71) (72)	10	Oregon	35 (2) (3)	098 (4) (9)	24 (14) (18)

CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 7	SEQ. NO. 13	T. Projects Only POST MI. (24) (26)	DESIG. 27
		72-1		ER-	266	(1)		

COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
Linn	043	X 1 OR X 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
S	220	211	

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
4,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure. (Work by negotiated contract, State forces and advertised contract)
90,695 230,000	90,695 (230,000)			
324,945	94,945			

(23) (24) (33)

tent sections, total length of
ction 0.09 mi.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

M. P.	Restoration Temp.	Restoration Perm.	Type of Damage	Approx. Length
13.86	X	X	Bridge washout	240'
18.0	-	X	Emb. washout	200'

Temporary repairs consisted of removal of debris, embankment material, crushed aggregate, A.C. pavement, replacement of one span of the Schindler bridge and supports under the remaining spans. The temporary repair cost to restore traffic is as follows:

Negotiated contract (Hamilton Const. Co)		$68,928
Outisde equipment		1,685
State Forces	Labor	4,552
	Equipment	819
	Materials	5,811
	TOTAL	$81,795

Permanent restoration of the Schindler Bridge and approaches is to be done by regular advertised contract. The permanent restoration at MP 18 is to be done by force account method and since the State is ready to perform the work as soon as authorized by FHWA a public interest finding is requested because the work can be completed more rapidly and at a lesser cost. The force account work, the P.E. and the temporary repair are being programed in Stage 2.

Permanent restoration at MP 18.

Labor	$ 800
Equipment	500
Materials	7,600

Stage 1:
be $230,0

Public Hea

Clearingh
agreement

TOTAL $8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

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prox. Length

240'
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RECEIVED
JUN 20 1972
FOR FILING

1686

June 19, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

Subject Emergency Relief Program Data

We are submitting program data for Item No. 24, Project No. BR-261(1), "Thomas Cr. (Schindler) Br.", which we desire to include in the Federal-aid Emergency Relief program occasioned by the January 1972 storms.

Temporary repairs have been made and permanent restoration is being programed in Stage 2 because the State is in the position to accomplish the work by State forces as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from you.

Authorization to use State forces to perform the permanent restoration is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel it is in the public interest to perform the work with State forces.

We are also submitting 6 copies of a Force Account Order with typical sections covering the permanent restoration at MP 18 which we request you approve subsequent to the program approval.

The title sheet plan will be submitted with the project agreement after the work is authorized.

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

6-19-72

FEDERAL-AID P
(PPM

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1,000	1,700	92	10	Oregon	35	098	24
	(66) (70) (71) (72)				(2) (3)	(4) (9)	(14) (18)

CLASIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	72-1 (72) (73)	(74) (75)	ER- 28 7 14	261	(1) 13	(24) (26)	27

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043 (14) (16)	X 1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	220 (32)	211 (36) (37)	(41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(66)	(67) (76)			
,250	4,250			P.E. all phases. Temp & Perm. flood damage repair consisting of debris removal, emb. material, riprap, base A.C. pave temp repair to bridge, removal of existing bridge and const. of 240' Prestress concrete structure.
,695 ,000	90,695 (230,000)			(Work by negotiated contract, State forces and advertised contract)
4,945	94,945			
(23)	(24) (33)			

nt sections, total length of
on 0.09 mi.

REMARKS

Restoration is necessary because of damage caused by unusually heavy rainfall and snowfall melting commencing January 11, 1972 and the resulting high water.

(OVER)

USCOMM DUSCOMM-DC 48905-P61

Remarks continued:

Existing Facility:

Roadway-2-10 foot travel lanes with 2' shoulders
Bridge-232 foot RCDG H-15 HC 26'

Project Data: Abnormally heavy rainfall commencing January 11, 1972, and melting snow resulted in flooding of Thomas Creek which caused an embankment washout and the loss of one span of the Schindler Bridge and damage to the remaining spans, forcing closure of the highway to through traffic. Following is a tabulation of the locations involved and the major damage that occurred.

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	TOTAL	$81,795

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Permanent restoration at MP 18.

Labor	$ 800
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Stage 1: Pe
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Public Hea

Clearingho
agreement

TOTAL	$8,900

Stage 1: Permanent restoration of the Schindler Bridge is estimated to be $230,000 for the new structure and road approaches.

Public Hearing: Not required under paragraph 3C of PPM 20-8.

Clearinghouse review: Not required under State clearinghouse working agreement dated February 19, 1971.

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RECEIVED

FORM 6-60 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1972

SUBJECT: Thomas Creek Bridge (Schindler Br.)
Albany-Lyons Highway
MP 13.8

To: R. N. Bothman
MAINTENANCE ENGINEER

Attention: Carl Williams

The billing for contract work on the Schindler Bridge has just been received from the contractor and the Force Account bills are in the process of being checked. However, the tentative cost for this flood damage repair is broken down as follows:

Contractor's charges: $69,000--This includes his fixed fee of $6,500.

State Force Work: $7,000--This covers the cost of materials for rebuilding the approach fill, maintaining the detour, and equipment rental.

Engineering: $3,000--This includes approximately $1,000 preliminary field work prior to the start of the contract work and fulltime resident engineer.

Summary:		
	Contract work	$69,000
	State Force work	7,000
	Engineering	3,000
	Total Cost	$79,000

The above figures have been rounded off to the nearest $200 subject to the final checking of the billing.

George N. Hopkins
REGIONAL MAINTENANCE ENGINEER

GNH/jc

cc: Howard Johnson

cc Tim Edwards

RECEIVED
APR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BP 32475-734

7616

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Thomas Creek Bridge		WEEK ENDING: March 8,1972
		SECTION PREFIX: 122-4463-900A
HIGHWAY: Lyons - Scio		COUNTY: Linn
NAME OF JOB: Thomas Creek Bridge	KIND OF WORK: Bridge Repair	
CONTRACTOR: Hamilton Construction	CONTRACT NUMBER: 7686	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: January 24,1972	DATE WORK STARTED: January 24,1972	ESTIMATED COMPLETION DATE: March 8,1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $ 3,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED: March 8,1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
March SUNDAY 5	Fair			
MONDAY 6	"			
TUESDAY 7	"			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kelsey Pease
Bond Glenn
Walker Litchfield
Johnsen Berg

RECEIVED
MAR 13 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March SUNDAY 5	No activity
MONDAY 6	No activity
TUESDAY 7	Completed finishing handrail. Job complete last report.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED Art Garfinkel LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
FEB 28 1972
FOR FILING

122-41-13
7126

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Flood Restoration
Thomas Creek (Schindler) Bridge
Albany-Lyons Highway
FAS 220

Temporary restoration of the flood-damaged Thomas Creek Bridge on the Albany-Lyons Highway is nearing completion. The initial work to restore the structure to traffic was described in my January 26 letter. It is anticipated that this phase of the work will be completed and the structure opened to traffic by February 25. A summary of the estimated cost for this portion of the work is attached. It includes a sum of $5,000 for state force work to remove debris at the site during the flood.

Span 1 of the original structure has been removed. Removal of this span, which was part of a two-span continuous series, leaves Span 2 acting as a simple span. The ultimate load-carrying capacity of Span 2 has been checked for the theoretical HS20 loading, which approximates the Oregon legal load limit of 76,000 pounds. The safety factor against dead load, live load, and impact for an HS20 loading is 1.20. This low safety factor, plus the possibility of hidden damage in Span 2, would indicate that this span should be removed and replaced.

Our proposal for final repairs is as follows: The existing steel pile bents which have been installed under the restoration work will be encased in a solid reinforced concrete wall. A determination has not been made at this time on whether to encase the piling in a six-foot wide shaft or to pour a footing at streambed level encasing these piling and constructing a two-foot wide solid wall pier above the streambed. A final determination of the type of substructure permanent

restoration will be made in the future. The estimated cost of permanent restoration of the damaged substructure is $65,000.

In addition to the substructure work, we believe that Span 2 must be replaced. It is proposed to replace this span with a prestressed slab span similar to the replacement span for Span 1. The estimated cost of this portion of the work is $30,000.

In addition to the circumstances described above, there is some indication that a scour condition is developing at Bent 2. The full extent of this cannot be determined at this time. Some remedial work may be necessary at this location.

Summarized below is the estimated cost of the flood damage restoration for which ER funds will be requested:

Temporary restoration work	$ 90,000
Permanent restoration work, substructure	65,000
Permanent restoration, replacement Span 2 : superstructure	30,000
Scour protection, Bent 2	10,000
TOTAL	$195,000

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards (enc.)
F. E. Klaboe "
E. S. Hunter "
Walt Hart
L. H. Young "
R. N. Bothman "

WJH:dh ja

ESTIMATED COST

FLOOD RESTORATION WORK

THOMAS CREEK (SCHINDLER) BRIDGE

Repair Bent 2	5 days	$2,500 per day	$12,500
Repair Bent 3	5 days	2,500 per day	12,500
Repair Bent 4	5 days	2,500 per day	12,500
Construct New Bent 1	1 day	2,500 per day	2,500
Construct New Span 1			12,000
Construct Sidewalk on Span 1			5,000
Demolish Existing Span 1	4 days	2,000 per day	8,000
Mobilization Costs			3,500
Overhead and Profit			6,500
Negotiated Contract Hamilton Construction Co.		Estimated Total	$75,000
State Force Work			
Grading and Paving			10,000
Debris Removal			5,000
	TOTAL		$90,000

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

To:

Mr. A. E. Johnson
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Flood Restoration
Thomas Creek (Schindler) Bridge
Albany-Lyons Highway
FAS 220

Temporary restoration of the flood-damaged Thomas Creek Bridge on the Albany-Lyons Highway is nearing completion. The initial work to restore the structure to traffic was described in your letter of January 26, 1971, to the Federal Highway Administration. It is anticipated that this phase of the work will be completed and the structure reopened to traffic by February 25, 1972. A summary of the estimated cost for this portion of the work is attached.

Span 1 of the original structure has been removed. Removal of this span, which was part of a two-span continuous series, leaves Span 2 acting as a simple span. The ultimate load carrying capacity of Span 2 has been checked for both HS15 and HS20 loadings. With a dead load safety factor of 1.0, the live load plus impact safety factor for HS15 loading is 1.90; for HS20 it is 1.42. The Oregon legal load limit is 76,000 pounds, or approximately equal to a theoretical HS20 designed vehicle. Under these conditions Span 2 could remain in place if we are willing to accept the indicated safety factors. The span would have little or no capacity for any load in excess of the 76,000 pound legal load.

Several alternatives are open as far as final repairs to the structure are concerned. These alternatives are summarized below.

Alternate 1. Encasement of the existing steel pile bents which were installed under the restoration work in a solid six-foot wide reinforced concrete wall, the estimated cost of this proposal is $50,000.

Alternate 2. Replacement of the damaged substructure with two-foot wide reinforced continuous concrete wall bents. The steel piling from the temporary restoration work would be incorporated in a footing similar to conventional footing construction. This would restore the spans to the same waterway opening that existed prior to the flood. The estimated cost of this alternate is $65,000.

NOTED
A. E. JOHNSON

Alternate 3. This alternate would involve removal of Span 2 and replacement with a prestressed slab span similar to the replacement span for Span 1. This would be done in conjunction with either Alternates 1 or 2. The estimated cost to remove Span 2 and replace it with a prestressed slab span is $25,000 plus the cost of either Alternates 1 or 2.

Alternate 4. This alternate would call for removal of the existing structure and replacement with a new three-span prestressed concrete beam bridge with 32-foot roadway and five-foot sidewalk (one side). This new structure would provide a clear opening for the passage of drift of somewhere between 100 and 125 feet. The estimated cost of this alternate is $225,000.

In considering any of the four alternates above, it must be kept in mind that approximately $90,000 has already been expended in temporary restoration of the structure.

In addition to the conditions described above, there is some indication that a scour condition is developing at Bent 2. The full extent of this cannot be determined at this time. Some remedial work may be necessary at this location.

Walter J. Hart
Bridge Engineer

WJH:dh
Attachment

ESTIMATED COST

FLOOD RESTORATION WORK

THOMAS CREEK (SCHINDLER) BRIDGE

Repair Bent 2	5 days	$2,500 per day	$12,500
Repair Bent 3	5 days	2,500 per day	12,500
Repair Bent 4	5 days	2,500 per day	12,500
Construct New Bent 1	1 day	2,500 per day	2,500
Construct New Span 1			12,000
Construct Sidewalk on Span 1			5,000
Demolish Existing Span 1	4 days	2,000 per day	8,000
Mobilization Costs			3,500
Overhead and Profit			6,500
			$75,000

cy Edw Kinkade Hancock Yeiser Bathurst 7-25-72

I. (a) Leave 2nd Span as is:

Span #2 HS 20 loading
In ultimate Capacity, assume
no factor Safety on D.L.
gives: .. :- on HS 20 of 1.86
~~(On 76,000 #)~~ No Overload —

(b) encase piling ~~[redacted]~~ and
add abt — (6' wide) # 50,000
will reduce opening

(c) Rebuild 2' wall on ftg: # 65,000

II Remove Span 2 +
replace w/ Std Span — 25,000
+ Ib or Ic.

~~III~~ Remove Struc + replace 225,000
3 Span Struc.

Est of Hamilton Contr + State Force -- 90,000

Hamilton 75,000 work.
grade Pave 10,000
State Force debris 5,000
90,000

E. R. to date 90,000

Future work: replace 2nd Span 25000 ✓
Encase piling 65000
90000 ✓

Feds would apply 90 000 to 225,000 new

225,000
90,000
135,000
40% = 54,000

Ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 4, 1972

In reply refer to: 10-35.6/409.1
XRef: 710.17

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Thomas Creek (Schindler) Bridge
Albany - Lyons Highway (FAS 220)

Mr. Johnson's letter of January 26 states that the bridge suffered damage during the recent flooding and outlined the temporary emergency work that was to be done.

To complete our Emergency Relief reporting requirements we would like a breakdown of the $75,000 estimated for the temporary repairs.

When engineers from our office inspected the bridge January 21, a crane was on the bridge removing drift in an attempt to avoid complete destruction of the bridge. Do you intend to seek ER funds for this protective work?

As we understand Mr. Johnson's letter, you intend to remove span 1 and replace it with prestressed slabs. This will mean that span 2, which was part of a two-span series will be standing alone. We are concerned that this H15 design structure will not have the capacity and reserve strength to carry logging traffic without load restrictions. The lateral displacement of the west end of the structure, along with possible hidden damage to the girders, would also indicate the need for load restrictions.

Mr. Johnson's letter does not specify the nature of the permanent repairs to this bridge. We would like to know your intentions and the cost. It would seem that the total cost for final repair should be compared with a replacement. Such replacement could give more stream clearance and a standard HS20 design loading.

Hand to Harry on Bozeman 2-25-72

NOTED
TOM EDWARDS

2-11-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. J. HART

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-822

RECEIVED
FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

1626

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1972

SUBJECT: Shindler Bridge

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

I realize that you have been involved with the proposal to replace the Shindler Bridge as opposed to the emergency repairs.

Although committed to the emergency repair route this date, both Mr. Boyd and Mr. Gix have considerable doubts as to the restoration of this bridge by the means we are presently undertaking.

I have never seen any complete plans from the bridge section as to the type of permanent repairs for the bridge they have designed to restore this structure. I have asked Walt Hart for this permanent design.

It continues to be the feeling of the field personnel, and I concur that this bridge should be scheduled for replacement.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachments

NOTED
E. S. HUNTER

RECEIVED
FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1972

SUBJECT: Shindler Bridge
Albany-Lyons Highway

To:

Walt Hart
Bridge Engineer

B u i l d i n g

Both Mr. Boyd and Mr. Gix have expressed concern over the repairs being accomplished to the Shindler Bridge. I have attached a summary by Mr. Gix.

It would be appreciated if you would review the plans for the temporary and also develop immediate plans for the permanent restoration of this bridge.

I would also appreciate your determination of whatever load limits could be placed on this bridge upon its opening in the very near future, if such a load limitation is needed.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachment

bc: E. S. Hunter

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1972

To: R. N. Bothman
Maintenance Engineer

O F F I C E

SUBJECT: Repairs to Thomas Creek
Bridge (Shindler Bridge)
Albany-Lyons Sec. Highway
Linn County
MP 13.86, Bridge No. 2321

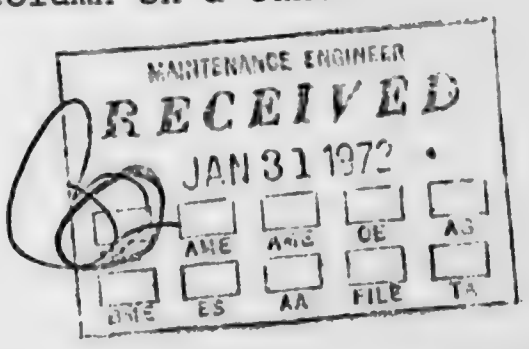
On January 27, 1972 I visited the site of the subject bridge. I examined the damage and the progress to date, as well as questioned the engineer and contractor's representative.

Based on the information I was able to assemble at the site, and from conversations with various individuals in the Highway building, I am very concerned about the nature of the repairs which are now being implemented on the subject structure. My concern is based on two main premises:

1. I could find no evidence of a formal plan or schedule to accomplish the repairs. The general outline of what is to be done is well understood, apparently, by the engineer on the job as well as the contractor. The specific details have not been drawn up or detailed.

2. The plan to remove Span 1 at the southerly end of the structure will result in a bridge of reduced load capacity. Spans 1 and 2 are 46' spans, making a two-span series. The plan to cut the span off at the southerly face of the columns at Bent 1 will result in a complete loss of continuity. Twenty 1-1/4" square bars will be severed and the stresses carried by these bars will be unresisted.

A proper restoration of this bridge should involve the seating of the pre-stress slabs span approximately ten feet south of the column on a canti-



levered portion, which remains now intact. This would involve the design and construction of a reinforced concrete cap beam. Using either Fondag or a Type 3 cement, I am certain that the construction of this cross beam would not hold up eventual restoration of traffic on this structure. This plan would also lenghthen the span and result in a slight improvement in waterway.

The present emergency repairs involve only shoring the bridge on steel pile bents, using timber wedges. The temporary repairs will not restore the lateral stability of the structure and will, in fact, impede the waterway, making it more vulnerable to future high water and debris. I would recommend that the bridge be analyzed for a possible load limit, prior to its complete replacement.

James J. Gix
Bridge & Sign Maintenance Engineer

JJG:mlp

RECEIVED
FOR FILING

123-4/15
7.96

February 2, 1972

Oregon State Highway Commission

Gentlemen:

On January 21, high water and debris in Thomas Creek caused a loss of one end span and the lateral displacement of much of the remainder of the Schindler Bridge located at Milepost 13.86 on the Albany-Lyons Highway (FAS 220). This closed the structure to public use.

In order to facilitate opening the structure to traffic as soon as possible, the Hamilton Construction Company of Eugene was engaged on a negotiated contract basis (time and materials plus fixed fee) to do the emergency work necessary to allow the structure to accept traffic loads. A total cost of $75,000 is estimated. It is believed the project will qualify for emergency relief funds if they become available.

Temporary work, consisting of construction of a new end span and installation of falsework to support Bents 2, 3, and 4 is under way. Permanent repairs will be delayed until next summer when weather and water conditions are more suitable.

Telephonic approval for the award of the contract was received from Chairman Jackson on January 24. This item will be on the agenda for the February 22 meeting for confirmation of authority to the Secretary to sign the contract for and on your behalf.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Floyd Query
cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
F. D. Morgan
Walter J. Hart
J. B. Boyd
V. E. Skoog
Gary Ross
Gary Sund

AEJ:ja ms

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Thomas Creek Bridge		WEEK ENDING: January 29,1972
		SECTION PREFIX: 122-4463-9001
HIGHWAY: Lyons - Scio		COUNTY: Linn
NAME OF JOB: Thomas Creek Bridge Repair	KIND OF WORK: Bridge Repair	
CONTRACTOR: Hamilton Construction	CONTRACT NUMBER: 7686	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: January 24,1972	DATE WORK STARTED: January 24,1972	ESTIMATED COMPLETION DATE: March 1,1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 10 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 75,000.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $	ENGINEERING AUTHORIZATION $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $ 900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 5%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2 - Cranes; 1 - Cat; 3 - Jackhammers; 1 - Piledriver; 3 - Compressors

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 24	Cloudy & Cold			
TUESDAY 25	"			
WEDNESDAY 26	"			
THURSDAY 27	"			
FRIDAY 28	Cold & Clear			
SATURDAY				

RECEIVED
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
Jan. MONDAY 24	Starting Date. Contractor started moving in men, equipment & materials. He set up his office and started clearing logs & grading site under the bridge.
TUESDAY 25	Clearing logs & grading site under the bridge. Removing handrail & salvaging precast post from span 1. Cut holes in deck to drive piling through Bents 2-4 Setting falsework under center of Span 2. Moving in equipment & materials.
WEDNESDAY 26	Completed prmoving handrail & salvaging precast posts Span 1. Completed clearing logs & grading under bridge. Completed double falsework bent under center of Span 2. Setting walk planks @ Bent 4 for driving and capping piling.
THURSDAY 27	Erected timber crib under Span 1. Set 5 H pile @ Bent 4. Compressor broke down so no piling could be driven at Bent 4.
FRIDAY 28	Removed broken section of Span 1 and broke up with headache ball. Breaking up other section of Span 1 with jack hammers. Drove, cut off & capped 5 piling at Bent 4. (Span 4 side.) Set 5 more H pile at Bent 4. (Span 3 side.)
SATURDAY 29	No activity.

REMARKS

Comnleted clearing logs and grading under bridge.
Removed broken section of Span 1 and breaking up other section with jack hammers.
Drove and capped 5 piling at Bent 4. (Span 4 side.)

Next week: Will continue driving piling. & removing span 1.
State forces will start placing fill at Bent 1.
Pre-stressed deck slabs are being made at Harrisburg.

SIGNED [signature] LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 27
FOR FILING

122-1443
71-2

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Thomas Creek (Schlindler) Bridge
Albany-Lyons Highway
FAS 220
Bridge No. 2321
Emergency Repairs

On January 21, 1972, high water and debris in Thomas Creek caused a loss of one end span and the lateral displacement of much of the remainder of the Schlindler Bridge located at Milepost 13.86 on the Albany-Lyons Highway (FAS 220). This closed the structure to public use.

In order to facilitate opening the structure to traffic as soon as possible the Hamilton Construction Company was engaged on a negotiated basis to do the emergency work necessary to allow the structure to accept traffic loads. This work which consists of constructing a new end span and installing falsework to support Bents 2, 3 and 4 has been started. Permanent repairs will be delayed until next summer, when weather and water conditions are more suitable.

As discussed with Mr. Herbert Schell on January 24, 1972, the temporary work has started and is being done under a negotiated contract on a time and materials plus fixed fee basis. A total cost of $75,000 is estimated. A copy of the contract is enclosed for your information. This copy has been signed only by the contractor. A copy containing the signatures of both parties will be sent to you at a later date. One copy of the original plan and elevation sheet for this structure is enclosed for informational purposes only.

We do not presently intend to request FAS funding for this project, however we believe the project will qualify for emergency relief funds as described in Mr. Klaboe's letter of January 21, 1972, if they become available.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter

Very truly yours,

George M. Baldwin
Administrator of Highways
By

A. E. Johnson
Assistant State Highway Engineer

RWE/ag
Attachs.
cc: L. H. Young
B. E. Skoog
W. J. Hart

BR # 1.3 21

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 21, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Emergency Relief Funds

This is to advise that the Oregon State Highway Division intends to request emergency funds to assist in covering the cost of repairing damages to roadway facilities in Oregon foreseen to be caused by floods during the period of unusual high water commencing January 21, 1972.

As you are aware, rains of severe intensity and melting of snow is causing severe flooding in portions of Oregon. The predictions are that this condition will continue for several days making the probability of severe damage to roadway facilities very evident.

The extent of the damages and the areas of disaster are not clearly delineated at this time. This data will be submitted to you as soon as available. Emergency work to maintain two-way traffic will be performed as necessary. Repair crews have been advised to keep separate costs on all work that is connected with damage to facilities caused by this flooding.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Deputy State Highway Engineer

NOTED
L. H. YOUNG

RECEIVED
JAN 21 1972
PROGRAM & PLANNING
DIVISION

cc: George M. Baldwin
Tom Edwards
E. S. Hunter
L. H. Young
R. N. Bothman

EMP-I-5-5(53) Hubbard Interch. Section, 1972
283 of the Pacific Hwy. near Wil-
#7687 sonville (Rdside. improve.)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Wash DC (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
8-6-74	W. N. Bryant, Area Engr		EMP I-5-5(53)283
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1-12-73	6-28-74	102 %	12-31-72 Comp Date
APPROVED EXTENSIONS	**LOCATION**		
6 C.D.	: Hubbard Interchange on I-5 approximately 1.3 miles south of the Willamette River.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY

AUG 07 1974

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

Washington

Work completed under this project consisted of furnishing and placing topsoil, trees, shrubs, and vines throughout the interchange area.

All contract work was completed on January 12, 1973 at a final estimated cost of $75,605.13 (which includes $4,861.58 for the engineer) or approximately 4.8% below the authorized amount of $79,430.94. There were no major significant overrun or underrun of contract bid items.

8.7.74
cy Kinsley

RECEIVED
AUG 7 1974
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE Original signed by E. J. Valach	
TITLE W. N. Bryant Area Engineer	DATE 8-6-74	TITLE E. J. Valach District Engineer	DATE AUG 07 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E Previous Editions Of PR-33E Will Not Be Used.

7687

July 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal Aid Project
No. EMP-I-5-5(53)283

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance

Contract 7687 Work Completed January 12, 1973

Project Hubbard Interchange

Highway Pacific

Count Clackamas

Acceptance: State Highway Commission June 28, 1974

Federal Highway Administration January 4, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

JK:bz
cc: L. W. Rulien

July 11, 1974

General Insurance Co. of America
1500 S.W. 1st
Portland, OR 97201

Gentlemen:

On July 3, 1974, we wrote to you concerning release of final payment on Contract No. 7687 awarded to Evergreen Landscaping for roadside improvement on the Hubbard Interchange of the Pacific Highway in Clackamas County.

Final payment on this contract is $1,500 and the total contract amount is $72,836.09 including $1,002.19 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington 98155

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

Date 7/11/74

C. W. Head, Manager
Commission & Staff Services

A voucher has been prepared to pay:

Contract No. 7687 Est. No. 10F Date 7/11/74 Amt. $ 1500.00

Contractor Evergreen Landscaping

Totals to Date: Paid to Contractor $ 72,836.09

Amount of Force Account $ 1002.19

Amount of Retained Percentage $ —

Contract Accounting

3-74

7687

July 3, 1974

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, OR 97201

Gentlemen:

Contract No. 7687 awarded to Evergreen Landscaping for work on the Hubbard Interchange Section of the Pacific Highway in Clackamas County was completed on January 12, 1973, and accepted by the Administrator and State Highway Engineer on June 28, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 8, 1974.

You have been previously notified of a claim filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Evergreen Landscaping
3046 N.E. 182nd
Seattle, WA 98155

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
C. O. Fredrickson

#76087

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 2, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of a completed contract which I accepted under authority delegated to me by the Transportation Commission

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on June 28, 1974 I accepted the following:

Contract No. 7687. Work Completed Jan. 12, 1973

Project Hubbard Interchange

Highway Pacific County Clackamas

Type of Work Roadside Improvement

Contractor Evergreen Landscaping, Inc.

J. P. Kluber

Administrator and
State Highway Engineer

7687

8

June 28, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7687 , Work Completed January 12, 1973

Project Hubbard Interchange

Highway Pacific , County Clackamas

Type of Work Roadside Improvement

Contractor Evergreen Landscaping, Inc.

Recommended Acceptance Date June 28, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:dc
cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

7687

June 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EMP-I-5-5(53)283

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7687, Work Completed January 12, 1973

Project Hubbard Interchange

Highway Pacific

Count(y) Clackamas

Establishment Period Ended June 5, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

G. L. Green
Division Engineer

VG:dc
cc: F. B. Klaboe
C. T. Keasey

FORM F-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hubbard Interchange		WEEK ENDING: June 14, 1974
		SECTION PREFIX: 603-1018
HIGHWAY: Pacific Highway		COUNTY: Clackamas
NAME OF JOB: Hubbard Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Evergreen Landscaping, Inc.	CONTRACT NUMBER: 7667	FEDERAL AID PROJECT NUMBER: EIP I-5-5(53)283
DATE OF CONTRACT: February 8, 1972	DATE WORK STARTED: Septerber 2. 1972	ESTIMATED COMPLETION DATE: January 12, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 79,430.94	SPECIFIED COMPLETION DATE: December 31, 1972	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 72,493.74	ENGINEERING AUTHORIZATION $ 6,937.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 74,493.74	ENGINEERING COST TO DATE $ 7,040.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 101 %	DATE PROJECT WAS COMPLETED: January 12, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.		MAT'L. PROD.		
				Topsoil	Trees	Shrubs	Vines	Crown Vetch	Bark Mulch
				GRADING	SURFACING		MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT									
MILES PARTIALLY COMPLETED									
MILES COMPLETED									
TOTAL ESTIMATED QUANTITIES (CONTRACT)				420	328	800	19,000	14,000	560
TOTAL QUANTITIES CORRECTED TO DATE				508	328	810		14,500	595
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				508	328	810		14,500	595
AVERAGE DAILY QUANTITIES									
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME									
NUMBER OF SHIFTS PER DAY									
HOURS PER SHIFT									

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
June 9 SUNDAY	Clear			
June 10 MONDAY	Clear			
June 11 TUESDAY	Clear			
June 12 WEDNESDAY	Clear			
June 13 THURSDAY	Clear			
June 14 FRIDAY	Cloudy			
June 8 SATURDAY	Clear			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
June 9 SUNDAY	No Activity
June 10 MONDAY	No Activity
June 11 TUESDAY	No Activity
June 12 WEDNESDAY	No Activity
June 13 THURSDAY	No Activity
June 14 FRIDAY	No Activity
June 8 SATURDAY	No Activity

REMARKS

The plant establishment period ended on this project December 31, 1973

Post semi-final estimate submitted February 11, 1974

Final Weekly Report on this project.

Third Notification Date, June 5, 1974

SIGNED Maurice D. Payne LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F218

7687

April 30, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. EMP-I-5-5(53)283

SUBJECT Request Change Order Approval

Contract 7687, Price Agreement No. 1

Project Hubbard Interchange

Highway Pacific

County Clackamas

The Agreement covers a sharing of costs for plant replacements due to an abnormally high loss caused by extremely cold weather during the winter of 1972-1973. In addition, this Agreement will constitute full settlement of any and all claims on this project.

Attached are copies of letters from the Regional Construction Engineer and the Landscape Engineer along with the justification of costs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 10, 1974.

Your approval as of January 10, 1974 is requested.

Attach.

JK:pr

7687

April 25, 1974

Safeco Insurance Companies
Northwest Division
Safeco Plaza
4347 Brooklyn Avenue Northeast
Seattle, WA 98105

Attn: Jeanette Klein

Gentlemen:

This is in reply to your letter of April 23, 1974, concerning the Evergreen Landscaping Contract No. 7687 in Clackamas County.

We received a letter from Briggs Nursery dated January 8, 1974, advising us that their claim in the amount of $6,019.46 has been satisfied. This contract was completed January 12, 1973, but has not yet been accepted. An eighth post semi-final payment in the amount of $6,946.24 was mailed to Evergreen Landscaping on April 4, 1974. We are holding a lump sum retainage of $1,500. After this contract has been accepted, we will advise you of the final contract price.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH/rw

SAFECO INSURANCE COMPANIES
NORTHWEST DIVISION · SAFECO PLAZA, SEATTLE, WASHINGTON 98185 — TELEPHONE (206) 545-5000

April 23, 1974

C.W. Head
Commission Services
121 State Highway Bldg.
Salem, OR 97310

Dear Mr. Head:

Per your letter of January 11, 1974.

We were advised that the claim in the amount of $6,019.46 filed against Evergreen Landscaping Contract No. 7687 has been satisfied. Is this correct?

We would appreciate an answer by return mail, so that we may close our file. Please advise of final contract price.

Yours truly

Jeanette Klein
Jeanette Klein

(Work done up to 1/17/73)
8th Post Semi-final
#6,946.24 was mailed
to Contr- 4/4/74
Lump sum ret- $1,500

RECEIVED
NOTED
C. W. HEAD
FIFTY YEARS INTO TOMORROW

7087

January 11, 1974

Briggs Nursery
4407 Henderson Boulevard
Olympia, WA 98501

Attention: Bruce A. Brigge

Gentlemen:

Thank you for your letter of January 5, 1974, advising us that your claim in the amount of $6,019.46 filed against Evergreen Landscaping, Inc., has been satisfied.

Our records indicate that this was in reference to the Evergreen Landscaping Contract No. 7087, Hubbard Interchange Section of the Pacific Highway in Clackamas County. We have also received a letter from Evergreen Landscaping informing us of the settlement of this claim.

This information will be noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:js

cc: General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, OR 97201

Evergreen Landscaping, Inc.
3046 N. E. 182nd
Seattle, WA 98155

Briggs NURSERY
WHOLESALE GROWERS SINCE 1912
4407 HENDERSON BOULEVARD
OLYMPIA, WASHINGTON 98501

TELEPHONE 352-5405
AREA CODE 206

January 5, 1974

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: C.W. Head, Secretary

Gentlemen:

This is to advise you that your claim against Evergreen Landscaping, Inc. on the roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County has been satisfied.

Very truly yours,

BRIGGS NURSERY

Bruce A. Briggs

by Bruce A. Briggs

RECEIVED
JAN 8 1974
HIGHWAY
ADMINISTRATIVE SERVICES

RECEIVED
STATE HWY ENGR
JAN 8'74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
C. W. HEAD

Our terms are cash. A *1 per cent* per month charge will be made against all overdue accounts.

Orders are booked subject to crop conditions or error in count, and with the understanding that same shall be void should injury befall the stock from causes beyond our control.

We exercise the greatest care to keep our varieties true to name, and are ready at any time to replace, free of charge, nursery stock that is proven to be untrue to name, or to refund the original amount paid. However, we shall in no case be liable for any sum greater than the original purchase price of such stock.

EVERGREEN LANDSCAPING INC.
3046 N.E. 182nd
SEATTLE, WASH. 98155

EM 3-9090

TO Oregon State Hyw. Div.
Highway Bldg. % C.W. Head.
Salem, Ore. 97310

DATE 1-7-74

FILE NO. 1-2

ATTENTION C. W. Head.

SUBJECT your Letter of June 4-73
re: Briggs Nursery.
receivable has been satisfied.
Contr. # 7687 Hubbard Interchange

☐ **URGENT**
☒ ~~SOON AS POSSIBLE~~
☐ NO REPLY NEEDED

MESSAGE

Gentlemen, attached please find a copy of your Letter and a copy of "Satisfaction of Lien and release of claim" signed by Briggs Nursery and notarized. The claim has been settled after replanting ash dead plants at the project. Please release funds.

Thank you. Sincerely

SIGNED B. Gunn' owner

REPLY

DATE OF REPLY

NOTED
C. W. HEAD

SIGNED

RECEIVED
ADMINISTRATIVE SERVICES

SATISFACTION OF LIEN AND RELEASE OF CLAIM
AGAINST BOND AND RETAINED PERCENTAGE

-3-74

I hereby certify that the demands set forth in Notice of Lien filed by the undersigned against Evergreen Landscaping and against United Pacific - Gen. Ins. of Am. in the office of the Director of Records and Elections, _____ County, State of Oregon, on the 20 day of May, 19 73 for work and material furnished for Hubbard Interchange Cont.# 7687 have been paid, discharged in full, and that the Director of Records and Elections of said county is hereby authorized to satisfy and cancel the same.

I further certify that the Notice of Claim against the retained percentage and bond taken from Evergreen Landscaping as principal and from United Pacific - Gen. Ins. of Am. as surety for the work and materials furnished on Hubbard Interchange has been paid and accordingly hereby release and satisfy said claim against the bond and retained percentage.

IN WITNESS WHEREOF, I, the undersigned, having been first duly sworn, do depose, state and certify that all claims have been paid in full. Dated this 2 day of January, 1974

Briggs Nursery 4440 Henderson Blvd Olympia
Company

By _____

Title

On this 3 day of January, 19 74 personally appeared before me Bruce Briggs of Briggs Nursery who executed the within and foregoing instrument and acknowledged the said instrument to be the free and voluntary act and deed of the said owner, for the uses and purposes herein mentioned and on oath stated that he/she was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Jane E. Lemmé
Notary Public in and for the State of Washington residing at Seattle.

7687 — Claim 47 —

FILED
JUN - 5 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 4, 1973

NOTED ON CARD
6-8-73 RO

Briggs Nursery
4407 Henderson Boulevard
Olympia, Washington 98501

Attention: Bruce A. Briggs

Gentlemen

This is to acknowledge receipt of your letter of May 30 advising us that Evergreen Landscaping, Inc., owes you $6,019.46 for plant materials.

This appears to be in reference to their contract 7687 for roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The General Insurance Company of America, 1500 S.W. 1st, Portland, Oregon 97201 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington 98155

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Hon. Clay Myers — Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Briggs NURSERY
WHOLESALE GROWERS SINCE 1912
4407 HENDERSON BOULEVARD
OLYMPIA, WASHINGTON 98501

TELEPHONE 352-5405
AREA CODE 206

May 30, 1973

Oregon State Highway Commission
Mr. C.W. Head, Secretary
Salem, Oregon 97310

Dear Mr. Head:

We wish to file a lien against Evergreen Landscaping, Inc. on the Hubbard Interchange Job #7687.

Enclosed is a copy of our invoice of January 16, 1973, showing a payment made on February 10th of $6,915.54, leaving a balance due of $6,019.46.

Our contract for growing these plants called for terms net - 30 days. We believe that there is reason for concern that this balance has not yet been paid.

Very truly yours,

BRIGGS NURSERY

by Bruce A. Briggs

cc Evergreen Landscaping, Inc.

RECEIVED
MAY 31 1973
STATE HIGHWAY COMMISSION

Our terms are cash. A *1 per cent* per month charge will be made against all overdue accounts.

Orders are booked subject to crop conditions or error in count, and with the understanding that same shall be void should injury befall the stock from causes beyond our control.

We exercise the greatest care to keep our varieties true to name, and are ready at any time to replace, free of charge, nursery stock that is proven to be untrue to name, or to refund the original amount paid. However, we shall in no case be liable for any sum greater than the original purchase price of such stock.

RECEIVED
C. W. HEAD

INVOICE

4815

riggs NURSERY

4407 HENDERSON BOULEVARD, OLYMPIA, WASH. 98501
TELEPHONE 352-5405

WHOLESALE GROWERS SINCE 1912

SOLD TO: EVERGREEN LANDSCAPING INC.
3046 N.E. 182ND
SEATTLE, WASH. 98155

SHIP TO: Evergreen Landscaping
Job # 7657

[X] LANDSCAPE [ ] JOBBER [ ] NURSERY [ ] G STORE [ ] TAXABLE

DATE	CUST P.O. NO	WILL CALL AT	TERMS	VIA	ACCOUNT NO
JAN. 16, 1973					2600

ORDERED	SHIPPED	SIZE	QUANTITY	DESCRIPTION		PRICE	AMOUNT
			56	CLADRASTIS LUTEA	6-8'	6.70	375.20
			20	POPULUS CON. 'EUGENEI'	8-10'	5.00	100.00
			272	PSEUDOTSUGA TAXIFOLIA	3-4'	3.40	924.80
			485	CEANOTHUS VEITCHIANA	16oz 15/24"	1.00	485.00
			86	MYRICA CALIFORNICA	16oz 18-24"	1.10	94.60
			241	ROSEA MULTIFLORA	#1 GAL	1.60	385.60
			50660	HYPERICUM CALYCINUM	2½" POTS	.12	6,079.20
			44,500	CORONILLA VARIA		.10	4,450.00
							12,895.00
				DELIVERY COST			80.00
							12,975.00
				Check 4/10/73			6,915.54
				NET - 30 days			6,059.46

RECEIVED
MAY 31 1973
OREGON
STATE HIGHWAY COMMISSION

OUR TERMS ARE CASH. A 1% PER MONTH CHARGE WILL

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

1-4-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

ct

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-4-74	P. E. O'Neil, Asst Area Engineer	EMP-I-5-5(53)283

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	102 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

*D. V. Lemme, President, Evergreen Landscaping
Leonard Allen, Allen Landscaping
Lee Meader, Inspector, OSHD
H. Spooner, Landscape Architect, OSHD
M. Payne, Resident Engineer, OSHD

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 9 1974
REFER TO Coulter
FOR

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

The original plantings and incidental work were satisfactorily completed in accordance with the approved plans and specifications on January 12, 1973. The contract had a specified completion date of December 31, 1972. The contractor was issued a shutdown order from January 5-10, 1973. A 6-day time extension was granted based on the issuance of a stop work order on December 5, 1972. This will leave 2 days liquidated damages at $75/day.

Due to the abnormal severe weather in December 1972 the contractor sustained a high loss of his St. Johnswort. The State is reimbursing him for the amount above the normal 10 percent loss. This will be done under Price Agreement No. 1 for 5,000 St. Johnswort plants at $0.23/plant. Approval of the price agreement is recommended.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

COPY SENT
JAN 08 1974
REGIONAL OFFICE

NOTED
H.S.COULTER

NOTED
A. E. JOHNSON

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7687

4821

FILED
AUG 27 1973
CLAY MYERS
SECRETARY OF STATE

FILED
Aug 27 33 AM '73
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-29-73 kb

OREGON STATE HIGHWAY DIVISION

August 24, 1973

Paramount Pest Control, Inc.
5207 N. E. Portland Highway
Portland, Oregon 97218

Gentlemen:

This is to acknowledge your letter of August 17 informing us of your claim against Evergreen Landscaping. The claim in the amount of $1,300 is for bags of fertiliser for a roadside improvement project.

From your description, this appears to be in reference to Evergreen Landscaping, Contract No. 7687 for roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing. Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:td
cc General Insurance Company of America
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington 98155

✓ bc Hon. Clay Meyers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

E-123

PARAMOUNT PEST CONTROL, INC.
5207 N. E. PORTLAND HIGHWAY PORTLAND, OREGON 97218
PHONE (503) 288-7375

August 17, 1973

Mr. Russell M. Graham
Assistant Manager, Administration Services
Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Sir:

On November 2, 1972 we sold 100-50 lb. bags of fertilizer at $13.00 per bag at a total of $1,300.00 to Evergreen Landscaping, 3046 N. E. 182nd., Seattle, Washington. It is our understanding this material was used on the Hubbard Interchange, Pacific Highway #15, Clackamas County, Oregon, Oregon State Highway Department, Contract No. 7687.

We have billed this company several times. As of this date we have had no reply.

Please accept this letter as a claim against the above mentioned company.

Enclosed is a copy of the sales tag #09216 and a copy of the invoice.

Thank you for your attention in this matter.

Sincerely,

Robert W. Larson

Robert W. Larson, Service Manager
PARAMOUNT PEST CONTROL, INC.

RWL/ml
Encl.

RECEIVED
AUG 20 1973
HIGHWAY
ADMINISTRATIVE SERVICES

PARAMOUNT

Pest Control SERVICE

OF OREGON

5207 N. E. Portland Hyway
PORTLAND 18 — AT 8-5571

SALEM — EM 2-1814
MEDFORD — SP 2-9701
GRANTS PASS — GR 6-2645
ASTORIA — FA 5-2051
EUGENE — DI 3-5911

WASH TAX #
X-CCC-067-69C

Date 11-2- 1972

Name Evergreen Landscaping

Address 3046 N.E. 182nd

Sold by Seattle, Wash. 98155

QUANTITY	DESCRIPTION	PRICE	AMOUNT
100	Bag 50# Mag Amp Fertilizer - Coarse	13.00/Bag	1300 00
	Freight Not Paid Please Order by:		
	Gilcris Landscaping 2409 SE 157th Portland, Ore. 760-3121		
	Shipped ONC 11/3/72		

SHEPARD BUSINESS FORMS CO., PORTLAND, OREGON

Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington
98155

Allen's Landscaping, Portland

COVERING SERVICE AT THE ABOVE ADDRESS

UNPAID BALANCE	
SERVICE CHARGE FOR MONTH OF	
TOTAL	$1300.00

100 Bags Mag Amp
29 Bags Shipped November
71 Our warehouse to be delivered

December 1972 Rebilled 1-31-73

5207 N.E. PORTLAND HIGHWAY
PORTLAND, OREGON 97218 288-7375

PARAMOUNT

Pest Control SERVICE

OF OREGON

5207 N. E. Portland Hyway
PORTLAND 18 — AT 8-5571

SALEM — EM 2-1814
MEDFORD — SP 2-9701
GRANTS PASS — GR 6-2645
ASTORIA — FA 5-2051
EUGENE — DI 3-5911

WASH TAX #
X 600-062-690

Date 11-2- 1972

Name Evergreen Landscaping

Address 3046 N.E. 182nd

Sold by Seattle, Wash. 98155

QUANTITY	DESCRIPTION	PRICE	AMOUNT
100	Bag 50# Mag Amp Fertilizer - Coarse	13.00/Bag	1300 00
	Freight Pre Paid Place order by:	#	1300 00
	Allens Landscaping 3049 SE 157th Portland, OR. 760-3121		
	Shipped ORC 11/3/72		

SHEPARD BUSINESS FORMS CO., PORTLAND, OREGON

COVERING SERVICE AT THE ABOVE ADDRESS

Allen's Landscaping, Portland

Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington
98155

UNPAID BALANCE

SERVICE CHARGE FOR MONTH OF

TOTAL

$1,300.00

PARAMOUNT PEST CONTROL, INC.
5207 N.E. PORTLAND HIGHWAY
PORTLAND, OREGON 97218 288-7375

December 1972 Rebilled 1-31-73

100 Bags Mag Amp
29 Bags Shipped November
71 Our warehouse to be delivered

COMBINED INVOICE
AND STATEMENT

PARAMOUNT PEST CONTROL, INC.
5207 N.E. PORTLAND HIGHWAY
PORTLAND, OREGON 97218 288-7375

Tax No. 09216 Dec. 1972

100 bags Mag Amp

7627

STATE COPY

MONTHLY TRANSACTION NUMBER 8-55	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-10-72	COUNTY Clackamas
MODIFICATION NUMBER 1		PROJECT NUMBER I-5-5(53)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 23, , 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 76,309	$ 80,071
Federal Funds	$ 70,402	$ 73,870
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved E.W.O.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of August, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Tolvstad

Assistant State Highway Engineer
(Title)

By G.L. Green (Division Engineer)

By _____

_____
(Title)

By _____

_____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-Aid
Project No. I-5-5(53)283

HUBBARD INTERCHANGE SECTION ON THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, August 2, 1973

Revised project agreement estimate.

Type Code Y003
Landscaping (Sta. 584+10 to Sta. 645+10)

Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
*Furnishing & Placing Topsoil	507 cu.yd.	5.00	2,535.00
Furnishing & Planting Trees	328 only	14.00	4,592.00
Furnishing & Planting Shrubs	800 only	9.00	7,200.00
*Furnishing & Planting Vines	50,680 only	0.38	19,258.40
*Furnishing & Planting Crownvetch	44,500 only	0.34	15,130.00
*Bark Mulch	595 units	35.00	20,825.00
			$70,740.40

Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
Temporary Erosion Control	All Required	100.00
EWO 2 Correct Erosion in Planting Areas	All Required	952.00
		$ 2,052.00

Subtotal	$72,792.40
10% Engr. & Cont.	7,278.60
Total	$80,071.00

*Change in bid items

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Federal Funds - - - - - - - - - - - - -	$73,870.00
State Funds - - - - - - - - - - - - - -	6,201.00
Total Cost - - - - - - - - - - - - - - -	$80,071.00

Group 1 - 100%

Contract No. 7687

Prefix 603-1018

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
3-5		COUNTY Clackamas
PROJECT REPORT NO. "1687 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2-23-72	PROJECT NO. I-5-5(53)283

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Willamette River (Wilsonville Br.) S. 1.3 mi.
Hubbard Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIM NARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-12-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 76,309.00	$ 70,402.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. J. Johnson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer FEB 23 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. I-5-5(53)283

HUBBARD INTERCHANGE SECTION ON THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 15, 1972

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 584+10 to Sta. 645+10)

Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
Furnishing and Placing Topsoil	420 cu.yd.	5.00	2,100.00
Furnishing and Planting Trees	328 only	14.00	4,592.00
Furnishing and Planting Shrubs	800 only	9.00	7,200.00
Furnishing and Planting Vines	49,000 only	0.38	18,620.00
Furnishing and Planting Crown Vetch	44,000 only	0.34	14,960.00
Bark Mulch	560 unit	35.00	19,600.00
			$68,272.00

Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
Temporary Erosion Control	All Required	100.00
		$ 1,100.00
	Subtotal	$69,372.00
	10% Engr. & Cont.	6,937.00
	Total	$76,309.00

Length of Project - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Federal Funds -	$70,402.00
State Funds -	5,907.00
Total Cost	$76,309.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7687

Prefix 603-1018

RECEIVED
MAY 10 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Constr | | |

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1973

7687

To:

SUBJECT: Interchange Lighting
I-5 - I-205

F. B. Klaboe
State Highway Engineer

B u i l d i n g

TRP 7-10

Yesterday you asked me to look into the matter of interchange lighting at the I-5 - I-205 Interchange being on at noon on Monday. Bob Judson has checked into this matter and advises that the lighting at this interchange was not on.

However, at the Hubbard Interchange the landscape contractor inadvertently cut into the underground electrical system. He has hired an electrical contractor who is currently restoring the underground wiring, and has had the lights on for test purposes. The lights at this interchange were, in fact, burning at noon on Monday.

7687

D. H. Moehring
Maintenance Engineer

DHM:mp

5-10
cy to Cornelius Batteen
adm., Health Div
PIO -
per 7-8

STATE COPY

7687

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

4-20-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	16	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-20-73	W. N. Bryant, Area Engineer		I-5-5(47)283
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6-23-72	9-21-72	102 %	325 cal. workdays
APPROVED EXTENSIONS	**LOCATION**		
See below	Approx. 650 ft. south of the Willamette River Bridge at Wilsonville on Interstate Route 5		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's material certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

APR 26 1973

REGIONAL OFFICE

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Illumination

This project provided for the reconstruction of an existing interchange to current Interstate standards. The work included the elimination of a dangerous left-hand offramp, the addition of a through lane in each direction, and improved sight distance. The contract included the construction of five structures, six through lanes with woven ramp connections, interchange tower lighting, and necessary related signing.

All work was completed in reasonably close conformance with the approved plans and specifications including approved changes on June 23, 1972 at a final estimated cost of $3,777,433.11 or approximately 9 percent below the authorized amount of $4,137,073.87. The final cost of completing bid item work was $3,207,985.21 or approximately 11 percent below the bid amount of $3,595,599. The final cost of engineering was $385,000 or approximately 31 percent above the original estimated amount of ~~$294,191.92~~.

NOTED
H.S.COULTER

RECEIVED
APR 30 1973
Office of
Assistant State Highway Engineer

(more)

RECEIVED
APR 27 '73
STATE HWY ENGR
FOR

4-30-73
Conut.
cat Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	W. N. Bryant Area Engineer	SIGNATURE	
TITLE W. N. Bryant	DATE 4-25-73	TITLE Ellen L. Green	DATE 4-26-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

Two contract times were provided in the contract. Under Unit "A", the "C" line, "N" line, "FR" line, and "E" line were to be completed and ready for traffic before the elapse of 190 calendar days. A total of 225 days were used in completing the work. A 13-day time extension was approved on October 28, 1971. An additional 25 days were approved on December 18, 1972 leaving 10 days for which liquidated damages were assessed. Under Unit "B" a total of 371 days were used as compared to the 325 days specified. An additional 45 days were approved on December 18, 1972.

There were no major significant overruns or underruns of contract bid items except for those involved under approved changes. All overruns and underruns have been satisfactorily explained. A total of 15 price agreements, 20 extra work orders, and 14 State force orders were approved during the life of the contract.

The contractor was assessed liquidated damages in the amount of $167 for non-compliance with the relative compaction specification for Class "B" asphalt. In addition the contractor was assessed $1,241.32 under price agreement #6 for the use of Asphalt Coated Corrugated Metal Culvert Pipe in lieu of the coated metal sewer pipe specified. Otherwise all materials incorporated into the work were found to be in reasonably close conformance with the specifications.

The project records relating to the contractor's EEO activities were reviewed throughout the life of the contract. The records indicated that the contractor fulfilled the EEO requirements of the contract in a satisfactory and timely manner.

OREGON STATE
HIGHWAY DIVISION

7687

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 20, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Hubbard Interchange Landscaping, I-5
Contract No. 7687

Evergreen Landscaping, Inc., contractor on the subject project, has requested a six-day extension of the contract time because of "abnormal planting conditions." The contractor cites the low temperatures of early December and early January, and then refers to hazardous conditions to workmen and the public at these times.

The contract had a specified completion date of December 31, 1972. It was actually completed January 12, 1973, but a stop work order from January 5 to 10 has already been recognized so only eight days' liquidated damages have been assessed at the rate of $75 per day.

A formal stop work order was not issued during the cold and snowy weather from December 5 to 10. The contractor did not try to work during this time, but if he had, he would have been given a stop work order because of potential hazard to the traveling public.

I have granted a six-day extension of time on this project. This will leave two days' liquidated damages amounting to $150. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

The matter will be on the agenda for your concurrence at the May 29 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rullen
V. L. Gallagher
Gary Sund

JAB:fw ms

7687

April 17, 1973

Evergreen Landscaping, Inc.
3046 N. E. 182nd
Seattle, WA 98155

Gentlemen:

Your request for a time extension of six days on Contract No. 7687 for work on the Hubbard Interchange Section landscaping project on the Pacific Highway in Clackamas County has been reviewed.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of six days is granted, which will delete all but two days of liquidated damages on this project. Time was not charged during the ordered stop work period from January 5 to January 10. The six-day extension is for time from December 5 to December 10 when travel conditions were more hazardous and it was desirable to eliminate possible conflicts with the public traffic.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
M. D. Payne
V. L. Gallagher

JAB:fw ms

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7687 Contractor Evergreen Landscaping Inc.

Highway Pacific

Section Hubbard Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 8 days for traffic hazard in December when work was interrupted.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

SP*6296-734

Contract No. 7687

Project designation EMP-I-5-5(53)283 (State-Federal)

Date awarded Feb. 8, 1972

Work started Sept. 2, 1972

Per cent completed 100% Jan. 12, 1973 (Specified Completion) (Date)

No. of Workdays Allowed Dec. 31, 1972

No. of Workdays Used Jan. 12, 1973

No. of Added Workdays Requested 12

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 9, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 230 days to 239 days, within which to complete our Contract No. 7687, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Dec. 10 to 19: abnormal planting conditions. Temperatures dropped to -8°F. with heavy snowfall. Planting is not possible in such weather and would be against all normal horticultural practices. Jan. 4 to 9: freezing temperatures and winds up to 55 MPH. Abnormal planting conditions. Impossible to blow mulch. Extremely hazardous. Would have jeopardized safety of workmen and public.

Respectfully submitted,

EVERGREEN LANDSCAPING, INC.
Contractor

By Mr. BUSSO V. LEMME

CONSENT OF SURETY

Date January 11, 19 73

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

Attorney-in-fact

(SEAL)

R. W. SMITH, Resident Agent

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 9, 1973

In reply refer to: 10-35-DA

7687

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EMP-I-5-5(53)283
Hubbard Interchange Landscaping
Request for Time Extension

We concur in the requested 6-day time extension based on the issuance of the December 5 stop-work order.

RECEIVED
APR 11 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 10 73
REFER TO
FOR
Info | Inves | R/D | D/R | Chem | Act | File

4-12-73
cy Keasey
Rubin
Ellington

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 4, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Hubbard Interchange Landscaping
Request for Time Extension
Contract No. 7687
Oregon Project No. EMP-I-5-5(53)283

Your March 27 letter denied our request for contract time extension. Attached are copies of two documents from the Resident Engineer's records which we believe reinforce the contention that some time in early December, 1972, should be excluded: (1) a December 5 note written to the contractor by our inspector, and (2) a December 8 letter notifying the contractor to resume work.

If the Construction Section and the Contract Payments Unit had been aware of these communications to the contractor at the time they were written, this would have been regarded as a formal stop work situation and the time excluded in accordance with Section 108.08(b) of the specifications. Since the time involved covers more than the last half of a work week, it would be proper to include the weekend following in the excluded time period.

We believe a six-day exclusion from the contract time as a time extension should be recognized, and your reconsideration and concurrence is requested. This will leave two days' liquidated damages in effect at $75 per day.

Att.
JAB:fw ia
bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
Vince Gallagher

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 27, 1973

In reply refer to: 10-35-DA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EMP-I-5-5(53)283
Hubbard Interchange Landscaping
Request for Time Extension

We cannot concur in the requested 8-day extension. The request does not meet the criteria for a time extension as set forth in Section 108.08 of the standard specifications.

RECEIVED
MAR 30 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 29 '73
REFER TO
FOR
Info | Revs | Eng | DR | Sign | Act | File

RECEIVED
MAR 30 1973
CONSTRUCTION
SECTION

Page
Glenn
Berg

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 21, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Hubbard Interchange Landscaping
Pacific Highway
Oregon Project No. EMP-I-5-5(53)283

The contractor on the subject project has requested a nine-day extension of time because of abnormal planting conditions. He cites the low temperatures of early December and early January and refers to hazardous conditions to workmen and the public at these times. This contract has a specified completion date of December 31, 1972. It was actually completed January 12, 1973, but a stop work order from January 5 to 10 has already been recognized, so only eight days' liquidated damages have been assessed at the rate of $75 per day.

There was a potential hazard to the traveling public due to the weather conditions from about December 5 through December 16. The weekly report for the week ending December 8 refers to a stop work order because of travel conditions on December 5, but this was not formalized. The contractor could have provoked a formal "stop work" in this situation and thereby conserved his contract time.

We recommend an extension of eight days because of the possible hazard to the traveling public in December. Your concurrence is requested.

JAB:fw ia
bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
Vince Gallagher

FORM E-30 (REV. 10-69)

Approved 3/21/73
Asst. State Hwy. Engr.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1973

SUBJECT: Hubbard Interchange Landscaping
Contract No. 7687
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Evergreen Landscaping, Inc. has requested a9-day extension of their contract time because of "abnormal planting conditions". They cite the low temperatures of early December and early January and then refer to hazardous conditions to workmen and the public at these times. This contract has a specified completion date of December 31, 1972. It was actually completed January 12, 1973, but a stop work order from January 5 to 10 has already been recognized, so only 8 days liquidated damages have been assessed at the rate of $75 per day.

A formal stop work order was not issued during the cold and snowy weather of December 11 through December 16. The contractor did not try to work anyway during this time, but the Resident Engineer explains that if he had, he would have been given a stop work order because of potential hazard to the travel ing public. These dates really cover an entire week when the Sunday following is added. I note from reviewing the weekly reports for the week prior that these conditions really extended back to about December 6; in fact the Resident Engineer's weekly reports refers to a stop work order because of travel conditions on December 5.

I would therefore recommend an 8-day time extension which would eliminate all liquidated damages because of this unrecorded stop work situation when we did not want the contractor to work due to possible hazard to the traveling public through the project. I believe extension on this basis is better than because of weather as such. The contract time does not contemplate that the contractor will be able to work every day. There would reasonably be some days through the contract time when weather would interfere with the contractor's progress. Although this contract is dated February 8, 1972, the first work was started September 2, 1972.

This is an Interstate project. Rough draft letters to the Federal Highway Administration, the contractor and the Commission are attached.

RECEIVED
MAR 20 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

7687

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 21, 1973

TO Vernon V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EWP-I-5-5(53)283

SUBJECT Request Change Order Approval

Contract 7687, Extra Work Order No. 2

Project Hubbard Interchange

Highway Pacific

County Clackamas

This order covers the cost of providing erosion control in the planting areas. Erosion of the planting areas is caused by the concentration of drainage into them and if this problem is not corrected will continue to erode them.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on February 12, 1973.

Your approval as of February 12, 1973 is requested.

Attach.
BMW:pr

5

OREGON STATE HIGHWAY DIVISION

7687

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 2, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EMP-I-5-5(53)283

FROM

L. H. Young
Office Engineer

SUBJECT Notification Contract Work Completed

Contract 7687 Work Completed January 12, 1973

Project Hubbard Interchange

Highway Pacific

County Clackamas

Establishment Period Ends Fall of 1973

G. L. Green
Division Engineer

VG:dgk

...ion
Wash DC
Area Furr Bryant

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

cst

Semi--

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1/30/73	F. E. O'Neil, Asst Area Engineer	I-5-5(53)283

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	102%	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

1973

REGIONAL OFFICE

* M. Payne, Resident Engineer, OSHD
H. Spooner, Landscape Architect, OSHD
L. Meader, Inspector, OSHD
C. Mazelton, Superintendent, Evergreen Landscaping
B. Lemme, President, Evergreen Landscaping
L. Allen, Allen Landscaping

NOTED
H. S. COULTER

The original plantings, and incidental work were satisfactorily completed in accordance with the approved plans and specifications on January 12, 1973. The contract had a specified completion date of December 31, 1972. The contractor was issued a shutdown order from January 5 to January 10. He will be assessed liquidated damage for 6 days.

At the time of this inspection it was impossible to determine what and if any replacement plantings were needed because of the recent freezing conditions. It was agreed upon to inspect the beds this coming spring and make the required replacements then.

The nature of the material on this project is silty and highly erodible. We are encountering erosion problems in the median and it was recommended that some erosion control measures be taken such as jute matting or a gravel-lined ditch.

Material reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

2-2-73
Resident Engineer

RECEIVED
FEB 9 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 6 '73
REFER TO
FOR

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

OSHD
Region
Wash DC
Area Engr Bryant

Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-17-72	P. E. O'Neil, Asst; D. L. Noyes, Trainee	EMP I-5-5(53)283

IN COMPANY WITH
M. Payne, Resident Engineer, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	84 %	52 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

to Contr. 11-30-72

NOV 29 1972

NOTED
A. E. JOHNSON

REGIONAL OFFICE

HUBBARD INTERCHANGE SECTION
Pacific Highway
Roadside Improvement

1. Scope of Inspection:

The purpose of this inspection was to review the contractor's construction procedures for roadside improvements and the State's quality and quantity control methods.

2. Summary of Findings:

a. The State has ample engineering staff to perform the needed sampling and inspection.

b. All plantings were done according to good horticultural practices.

c. Bark mulch was being sprayed over planting beds that had become infused with weeds.

d. The contractor lacked required plant identification tags as required by the specifications.

e. Plantings appeared healthy and all imports to the State were accompanied by a certification of inspection.

f. The contractor is meeting all his EEO obligations.

3. Comments and Recommendations:

The resident engineer assured us that he would have the required plant identification tags placed on the plants.

The removal of weeds from several planting beds was discussed and agreed upon with the resident engineer.

11-30-72
Johnson
a/ Yom

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7685?

CE-1 (REV. 10-69)

OREGON STATE HIGHWAY DIV N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hubbard Interchange		WEEK ENDING: Sept. 9,1972
		SECTION PREFIX: 603-1018
HIGHWAY: Pacific		COUNTY: Clackamas
NAME OF JOB: Hubbard Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Evergreen Landscaping, Inc.	CONTRACT NUMBER: 7687	FEDERAL AID PROJECT NUMBER: EMP-I-5-5(53)283
DATE OF CONTRACT: February 8,1972	DATE WORK STARTED: Sept. 2,1972	ESTIMATED COMPLETION DATE: Dec. 31,1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 31,1972	PERCENT OF TIME ELAPSED: 66%
PROJECT AUTHORIZATION: $ 79,430.94		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 0
EXCLUSIVE OF ENGINEERING: $ 72,493.74	ENGINEERING AUTHORIZATION $ 6,937.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 72,493.74	ENGINEERING COST TO DATE $ 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 0
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 0 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	[illegible]	[illegible]	[illegible]		
			0%	0% 0%	0%	0%	0%

	Topsoil	Trees	Shrubs	Vines	Crown Vetch	Bark Mulch
MILES IN PROJECT	-	-	-	-	-	-
MILES PARTIALLY COMPLETED	-	-	-	-	-	-
MILES COMPLETED	-	-	-	-	-	-
TOTAL ESTIMATED QUANTITIES (CONTRACT)	420	328	800	49,000	44,000	560
TOTAL QUANTITIES CORRECTED TO DATE	420	328	800	49,000	44,000	560
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0	0	0	0	0	0
AVERAGE DAILY QUANTITIES	0	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY	0	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK: Flail-mower

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Fair			
MONDAY 4	"			
TUESDAY 5	Overcast			
WEDNESDAY 6	"			
THURSDAY 7	"			
FRIDAY 8	Showers			
SATURDAY 2	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	No activity
MONDAY 4	No activity. Holiday.
TUESDAY 5	No activity
WEDNESDAY 6	No activity
THURSDAY 7	Contractor moving planting areas.
FRIDAY 8	No activity
SATURDAY 2	Erected Contractor Idetification signs.

REMARKS

Contractor erected signs and moved planting areas.
Anticipates spreading mushroom compost and tilling same next week.

Original: Construction
cc: Construction (2)
Landscape
Region
Resident

ORIGINAL SIGNED BY
T. G. ALSBURY
SIGNED _____ LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
FOR FILING

file

Evergreen Landscaping

3046 N.E. 182nd Street • Seattle, Washington 98155 • (206) 363 - 9090

March 2, 1972

REFERRED TO
D.O. Rohrbough
BY SECRETARY

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Contract 7687
Hubbard Interchange

Gentlemen:

As a contractor new to the Oregon scene, I would appreciate an informal preconstruction meeting early next week. March 7th or 8th would be convenient for me.

We have not yet solidified a construction schedule, and would like to have a few questions answered in advance of doing so.

Please suggest a time and meeting place convenient to you.

Very truly yours,

EVERGREEN LANDSCAPING

B. Lemme'

BVL:jel

3-3
Mr. Lemme,
I am referring your letter to Mr. Rohrbough, 16220 3rd St Clackamas 97015 phone 656-6747. He is the Resident Engr on your Contract
F.Query

RECEIVED
STATE HIGHWAY COMMISSION

3/3/72

RECEIVED
FEB 29 1972
FOR FILING

EMP-
I-5-5(53)253
7687

February 28, 1972

Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington 98155

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7687 for roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
Roy Olson
L. W. Rulien
D. D. Rohrbough

RECEIVED
FOR FILING

EMP-
I
7687

February 11, 1972

Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington 98155

Gentlemen:

Enclosed are three copies of Contract No. 7687 for roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The completion date on this contrart is December 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
. W. Rulien
D. D. Rohrbough
Roy O son

RECEIVED
FEB 14 1972
FOR FILING

EMP-
I-5-5(53)283
7687

February 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 8, 1972, is requested in the award of contract for the Hubbard Interchange Section, Project No. I-5-5(53)283.

The contractor receiving the award is Evergreen Landscaping, in the amount of $68,272.00 with Contract No. 7687 assigned. This bid was received on February 3, 1972, and awarded February 8, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway
Administration endorsement.

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

RECEIVED
FEB 10 1972

EIIX -
T.C.C(...)
7687

February 9, 1972

Evergreen Landscaping
3046 N. E. 182nd
Seattle, Washington 98155

Gentlemen:

The State Highway Commission on February 8, 1972, accepted your proposal for roadside improvement on the Hubbard Interchange Section of the Pacific Highway in Clackamas County for the sum of $68,272 and referred it to the Administrator of Highways with authority to award the contract as soon as approval is received from the Federal Highway Administration.

Later that same day, approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7687.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Walt Hart
Don Trout
Roy Olson
L. W. Rulien
D. D. Rohrbough
Wm. Geibel (SAIF)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: January 17, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(47)283
Hubbard Interchange Section
State Force Order No. 12
Total Estimated Amount of the Order - $3,000
Federal Participation - $2,700

Reference is made to Mr. Young's letter of January 12 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special equipment and trained personnel to perform the work most economically.

The reflectorized traffic marker buttons to be installed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual installation cost. The estimated total costs of the work to be done under this order is $3,000 with Federal participation of $2,700.

Enclosure
State Force Order No. 12

1-20-72
REFERRED TO
BY ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

FHWA
I-5-5(52)274
1617

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Mr. Simpson:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 27, 1972.

EHS-T-5015(3)	Washburn Way at Shasta Way
ER-220(1)	Sawyers Rapid and Elkton Slide Section
EHS-T-5003(3)	Ninth St.-Fourteenth St. (Astoria)
EHS-U-105(24)	N.W. 185th Ave. Interchange Section
I-5-5(52)274	Hubbard Int.-Woodburn Int. Section
I-5-5(53)283	Hubbard Interchange Section
EHS-I-5-5(54)253	Market St. Interchange

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1954, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

DAR:dg

RECEIVED
FOR FILING

ENF-
I-5(53) 193
1687

January 3, 1972

Oregon State Highway Commission

Gentlemen:

Bids will be taken January 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Hubbard Interchange, Pacific Highway.
Roadside Improvement Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Hubbard Interchange-Woodburn Interchange, Pacific Highway.
Grade, Pave, Structures, Sign and Illumination Project.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

3. Market Street Interchange, Pacific Highway.
Traffic Signals & Illumination Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

4. N. W. 185th Avenue Interchange, Sunset Highway.
Grade, Pave & Structures Project.

Sidewalks are being provided on structure and along N. W. 185th Avenue.

5. Greenburg Road Interchange, Beaverton-Tigard Highway.
Grade, Pave & Structures Project.

Sidewalks are being provided on structure and along Greenburg Road.

6. S. E. 17th & Powell Blvd., Mt. Hood Highway.
Grade, Pave & Structure Project.

Sidewalks are being provided on this project.

7. 9th Street-14th Street (Astoria) Section, Columbia River Highway.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

8. Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main Street (Klamath Falls), City Streets.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

9. N. E. 148th Avenue-N. E. 168th Avenue, FAS 730 (N. E. Halsey Street).
Grade, Pave & Traffic Signal Project.

Sidewalks are being provided on this project.

10. Sawyers Rapids & Elkton Slide, Umpqua Highway.
Slide Correction & Pave Project.

No footpaths or bicycle trails planned for this project as provided under Section 2(2)(b). This was approved by your action at the September 8, 1971 meeting.

11. Cascade Highway at Otty Road, Clackamas County.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

12. Pacific Highway West at Johnson Street (Tigard) Washington County.
Traffic Signal Project.

Same as Number 11.

13. Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Washington County.
Traffic Signal Project.

Same as Number 11.

14. Lavadoure Creek, Tiller-Trail Highway.
Rock Production Project.

Same as Number 11.

15. Quartz Mountain, Klamath Falls-Lakeview Highway.
Rock Production Project.

Same as Number 11.

16. La Grande Office Building, Wallowa Lake Highway.
Building Project.

Same as Number 11.

This matter will be on the agenda for the January 11 meeting and your approval is requested.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Gary Ross
Gary Sund
Victor D. Wolfe
D. G. Talbot
L. H. Young

DES:mc/TE ja

RECEIVED
JAN 3 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1971

NOTED
A. E. JOHNSON

SUBJECT: Utility Status Report for January 27, 1972 Letting

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

The status of negotiations with utilities on the following FAI, FAU, TOPICS and ER projects for the above letting is as follows:

1. HUBBARD INTERCHANGE SECTION
Project No. EMP -I-5-5(53)283 — Roadside improvement

No utilities in conflict with this project.

2. HUBBARD INTERCHANGE -WOODBURN INTERCHANGE SECTION
Project No. EMP-I-5-5(52)274 — Grade, pave, structure, sign & illumination

Pacific Northwest Bell Telephone Company - has a buried telephone cable in Crosby Road and the Crosby Road U'xing structure that will conflict with the proposed construction. PNB has submitted a plan for relocation that will not require accommodation on the new U'xing structure. PNB reports that their relocation will begin on February 1, 1972, and be completed about February 18, 1972. The existing cable is located on public road right of way, therefore, the cost of relocation is non-reimbursable. No delay to construction is anticipated.

Aurora Telephone Company - has buried cable in Fargo Road and a pole line on Donald Road that will conflict with the proposed construction. ATC reports that the cable relocation at Fargo Road requires two pavement cuts of Fargo Road and, therefore, they will coordinate the work with the State's contractor in such a manner as to minimize inconvenience to the public. The relocation of the pole mounted facilities on Donald Road will be accomplished after the power poles, owned by PGE, have been relocated. The conflicting facilities are located on public road right of way, therefore, the cost of relocation is non-reimbursable. No delay to construction is anticipated.

Portland General Electric Company - has pole mounted power distribution facilities on Donald Road, Broadacres Road and Crosby Road that will conflict with the proposed construction. PGE reports that they will coordinate their relocation work with the State's contractor in such a manner as to cause no delay to construction. The relocation can be accomplished by local crews. The conflict facilities are all located on public road right of way, therefore, the cost of relocation is non-reimbursable.

3. MARKET STREET INTERCHANGE
Project No. EPS-I-5-5(54)258 Signals & illumination

There are no plans available at this time, therefore, no report on utility conflicts can be made.

4. 9TH STREET-14TH STREET (ASTORIA) SECTION
Project No. EHS-T-5003(3) Traffic signals

No utilities in conflict with this project.

5. WASHBURN WAY AT SHASTA WAY & KLAMATH FALLS-MALIN HIGHWAY AT MAIN STREET (KLAMATH FALLS) SECTION
Project No. EHS-T-5015(3) Traffic signals

Pacific Northwest Bell Telephone Company - has an aerial cable that will conflict with the face of the signals, but will not conflict with the actual construction. PNB reports they will have the cable relocated by March 30, 1972. The conflicting facility is located on public road right of way, therefore, the cost of relocation is non-reimbursable. No delay to construction is anticipated.

6. SAWYERS RAPIDS & ELKTON SLIDE SECTIONS
Project No. ER-229(1) Slide correction & pave

See our status report of December 6, 1971.

7. N.W. 185TH AVENUE INTERCHANGE SECTION
Project No. EHS-U-186(24) Grade, pave & structure

Portland General Electric - has a pole line crossing of Sunset on 185th Avenue and a pole line along the northerly side of Sunset that will conflict with the proposed interchange construction. PGE has been contacted and a verbal agreement reached as to the extent of their conflict with construction. PGE reports that they would be able to start construction on or about February 1, 1972 and be completed by about February 29, 1972. The conflicting facilities are all located on public road right of way, therefore, the cost of relocation is non-reimbursable. No delay to the construction is anticipated.

Northwest Natural Gas Company - has service connections in conflict with the proposed construction. NNG has been contacted and a verbal agreement made to adjust the conflicting facilities. The services can be relocated during construction with no delay to the State's contractor. NNG has requested and received approval for accommodation on the proposed structure. Installation of their gas main in the structure and the end ramps will require coordination with the State's contractor. The conflicting facilities are located on public road right of way, therefore, the cost of relocation is non-reimbursable.

General Telephone Company - has facilities contacted on PGE poles along the east side of 185th Avenue, south of Sunset and one manhole that is in conflict with the proposed construction. Gen. Tel. has been contacted and a verbal agreement reached for the relocation of the conflicting facilities. The facilities contacted on PGE poles will be relocated upon completion of PGE's pole line. The manhole will be adjusted during the course of construction. The conflicting facilities are located on public road right of way, therefore, the cost of relocation is non-reimbursable. No delay to the construction is anticipated.

Park City Corporation - has two water services in conflict with the proposed construction. These services are to the service station and fire hall located on the northerly side of Sunset highway. PCC has been contacted and a verbal agreement reached for the relocation of these two services, as required, during construction. PCC is the major stock holder in the privately owned water district. The two services are located on public road right of way and, therefore, the cost of relocation is non-reimbursable. No delay to construction is anticipated.

I certify to the best of my knowledge the above statements are correct in regard to utility negotiations for the projects scheduled for letting on January 27, 1972.

F. C. Morgan
Construction Engineer

By Jackson Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (11)

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 12-46

FORM PR-43
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHW
OREGON

BY (Signature)
MR. YOUNG

TITLE
PROGRAM &

CLASS OF FEDERAL FUNDS
[X] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 671 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR RE LOCATION
671	EMP-1-5-5(53)283	0.0	96,000	88,500	HUBBARD INTERCHANGE SEC

NOTED
E. A. KLABON

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

FOR FILING

RECEIVED
DEC 21 1971

RECOMMENDED		APPROVE	
DATE 12-14-71	SIGNATURE AND TITLE	DATE 12-13-71	SIGNATURE AND TIT FOR: DIVISION

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be constru tion on the part of the Federal Government to provide Federal funds for the undertaking.

NUMBER 12-46

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

QUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-13-71

BY (Signature)
MR. YOUNG'S DECEMBER 2, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

FEDERAL FUNDS

☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 2
ITEM NOS. 671 THRU _____

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	96,000	88,500	HUBBARD INTERCHANGE SECTION	LANDSCAPING

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

12-15-71
Young

RECOMMENDED
AND TITLE

DATE
12-13-71

APPROVED
SIGNATURE AND TITLE
FOR: DIVISION ENGINEER

to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga
ent to provide Federal funds for the undertaking.

GPO 927-5

RECEIVED
DEC 6 - 1971
FOR FILING

EMP-
I-5-5(53)283
7687

December 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 671, Project No. EMP-I-5-5(53)283, "Hubbard Interchange Section", which we desire to have included in the Federal-aid Interstate program.

It is our intention to receive bids for this project on January 27, 1972.

This project qualifies as an "EMP" Project under IM 30-5-71, Section (a) "Projects to Stimulate Jobs in Areas of High Unemployment". Enclosed is a copy of page 5 and page 17 from October, 1971, "Area Trends in Employment and Unemployment", by U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Portland (Clackamas, Multnomah, and Washington Counties, Oregon; Clark County, Washington) labor area defined as one of persistant unemployment.

The work under this project is considered stage construction based on the fact that it is part of the work necessary to complete this section to Interstate standards.

Data concerning requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 was previously submitted for this section under Project I-5-5(47)283.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:dg

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

From: AREA TRENDS
Oct. 1971

Areas of Substantial Unemployment (continued)

Except as noted, for procurement purposes these classifications are effective November 1, 1971

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY and PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN and GLOUCESTER COUNTIES, N. J.)

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY) (See New York-Binghamton)
		Puerto Rico
	X	Aguadilla (Aguada and Aguadilla Municipalities)
	X	Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
	X	CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
	X	Carolina (Carolina and Loiza Municipalities)
	X	Cayey (Aibonito and Cayey Municipalities)
	X	Corozal (Corozal Municipality)
	X	Dorado (Dorado Municipality)
	X	Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
	X	Guayama (Arroyo, Guayama, and Pitillas Municipalities)
	X	Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
	X	Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villalba Municipalities)
	X	Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
	X	Maunabo (Maunabo Municipality)
	X	MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
	X	Naguabo (Naguabo Municipality)
	X	PONCE (PONCE MUNICIPALITY)
	X	Quebradillas (Quebradillas Municipality)
	X	Salinas (Salinas Municipality)
	X	San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
	X	Toa Alta (Toa Alta Municipality)
	X	Toa Baja (Toa Baja Municipality)
	X	Trujillo Alto (Trujillo Alto Municipality)
	X	Vega Alta (Vega Alta Municipality)
	X	Vega Baja (Vega Baja Municipality)
	X	Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

NOTED
R. D. ASBURRY

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-2-71

FEDERAL-AI

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Willamette R. (Wilsonville Br.) S. 1.3 mi. 55	ADT	PRESENT 28,700	FUTURE (66) 52,300 (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Landscaping 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) EMP (73)	PL (74)
CARD 4	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME	C
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERA I

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE		Willamette River (Wilsonville Bridge) S. 1.3 mi.			
5					ROW					
5					CONST (CODE) Y003		(Hubbard Intchge. Section)	0.00	96,000	88,500
							PROJECT TOTALS	0.00	96,000	88,500

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	28,700	52,300	91	08	Oregon	35	042	671

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
			EMP		EMP-I-	5-5	(53)	283

COUNTY NAME	CODE	PROGRAM STAGE
Clackamas	005	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
	I-5	1	I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Landscaping consisting of furnishing and place topsoil; planting trees, shrubs and vines.
0.00	96,000	88,500	7,500		ROW - 274' min.; access control - full; parking restrictions - complete.
0.00	96,000	88,500	7,500		

REMARKS

Additional Data: Items 453, 526 and 614;
Project No's. I-5-5(33), (39) & (47) respectively.

-over-

USCOMM BUSCOMM-DC 48905-P61

HUBBARD INTERCHANGE SECTION

Remarks continued:

Information for PR 37-B: R/W-1, R/W-F; Sanitary Facilities-N.

Project Data: This project consists of furnishing and placing topsoil, furnishing and planting trees, shrubs and vines, and incidental work common to this type of project.

Public Hearings, Design Approvals, Clearinghouses' Reviews and Environmental Statement: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The main roadway construction is being accomplished under Project I-5-5(47)283. Therefore, data concerning requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 for this Interstate section was submitted under Project I-5-5(47)283.

NOTE: This project qualifies as an "EMP" project under IM 30-5-71, "Projects to stimulate Jobs in Areas of High Unemployment", Section (a).

RECEIVED
MAY 3 - 1971

ENG-
I-5-5(53)283
7687

Salem, Oregon
April 30, 1971

File 43369

Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of an Indenture and Deed with Harold, Emma and J. E. Langdon covering the following property on the Hubbard Interchange Section of the Pacific Highway for $5,050:

Parcel 1	2.2 acres, more or less
Parcel 2	0.57 acre, more or less
Parcel 3	0.25 acre, more or less

Floyd Query, Secretary

fkn
Att.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1971

SUBJECT: File 43369
Hubbard Interchange
Pacific Highway

To:
Mr. Floyd Query, Secretary
State Highway Commission
B U I L D I N G

On the March 17, 1970 Right of Way Resolution the Highway Commission approved the acquisition of additional right of way from Harold A. Langdon for the Hubbard Interchange. This approval included the granting of new access rights to the Wilsonville-Hubbard Highway in place of access and farm crossing rights reserved in earlier deeds.

The attached forms have been signed by the Langdons and bear the approval of the Chief Counsel and Assistant State Highway Engineer. When signed by the Highway Commissioners, please return the two signed copies to this office for further processing.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AE:ls
Attachments

APPROVED BY HIGHWAY COMMISSION
DATE 3-17-70 RW Resp page 21
Floyd Query
Secretary

EHS-T-5003(3) 9th St.-14th St. (Astoria 1972
Section, of Col. R. Hwy.
#7688 (Traffic signals)

July 2, 1974

Mr. Bruce J. Clausen
Public Works Director
City Hall
Astoria, Oregon 97103

Re: TOPICS Project T-5003(2) & EHS-T-5003(3)
9th Street-14th Street Section
Marine Drive-Commercial Street Couplet

Dear Mr. Clausen:

In response to your recent query regarding the final billing of the subject project, I refer you to the agreement dated September 15, 1971.

Section 1, under General Provisions, states that "City shall pay 100% of the cost of any items of the project in which the Federal Government does not participate with its Federal Aid funds." Since construction engineering in excess of 10% ($961.41) is not a participating item by the Federal Government, it becomes a 100% City item.

If you have any questions or if we can be of further assistance regarding this matter, please contact this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

ENGR. ASST. CE AE UE
UPE CE RE RPE

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 Duane Street
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

June 28, 1974

Don Harwell
City County Division
Oregon State Highway Div.
State Highway Building
Salem, Oregon 97310

Dear Mr. Harwell:

Reference is made to the Request for Outside Billing No. cc 1400 for the final billing for the TOPICS project covering the replacement of traffic lights in the City of Astoria. On the project's cost summary page we note on those items charged to the city that the construction engineering in excess of ten percent, $961.41, was totally charged to the city and was not split on a 60-20-20 basis. May we have your explanation on this method of cost distribution. If you have questions, please ask.

Yours truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:ki

cc: Dale F. Curry, City Manager

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1974
☐ ENGR. ☑ CNSTR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP°52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Astoria
City Hall
Astoria, Oregon 97103
Attention of Mr. Dale F. Curry
City Manager

Request No. (assigned by staff engineer or head of division) cc 1400

Date June 14, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5003(2) & EHS-T-5003(3)
9th Street-14th Street Section
Marine Drive-Commercial Street Couplet
City of Astoria
Covered by Agreement dated 9/15/71
Contract #7688

Itemized Statement: CLR-DT File #500303 Advance Deposit $16,800

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	16,800	
		Amount previously transferred	13,800	
		Balance of Advance Deposit		3,000.00
		City share per attached sheet	15,526.95	
		Less amount previously transferred	13,800.00	
				1,726.95
		TO BE REFUNDED TO CITY		$1,273.05

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 16,800

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 13,800

Give the number of the last previous request in connection with this same service. cc 1314

Credit distribution:
4-0602-299 $ ~~147.37~~ 156.67
4-0603-299 ~~1,125.68~~ 1,570.28

Submitted by:
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division

PROJECT COST SUMMARY

TOPICS Project T-5003(2) & EHS-T-5003(3)
9th St.-14th St. Section
Marine Drive-Commercial St. Couplet
City of Astoria
Contract #7688

Preliminary Engineering		$ 809.71
Payments to Contractor		71,163.29
SFO #1 Signing		167.21
Construction Engineering		8,077.74
	TOTAL PROJECT COST	$80,217.95
Federal Funds Collected T-5003(2)		514.65
Federal Funds Collected EHS-T-5003(3)		49,778.01
	BALANCE	$29,925.29

Items in which FHWA did not participate:

Construction Engineering in excess of 10%	= $ 961.41	
SFO #1 Signing	= 167.21	
	$1128.62	1,128.62
Amount to be shared by City and State		$28,796.67

City share per agreement dated 9/15/71:

50% of $28,796.67		$14,398.33
100% of Non-participating Items		1,128.62
	CITY SHARE	$15,526.95
City's Advance Deposit (2/10/72)		$16,800.00
BALANCE TO BE REFUNDED TO CITY		$ 1,273.05

6/14/74

Finaled F.A. Projects — Sent 6/25/73

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date Pd.
F-171(12)	7407	26-1012	Columbia Co Line - Burlington Sec.	237,222.88	6/27/73
S-573(1)	7493	503-1013	Airstrip Rd. - Pudding River Br. Sec.	276,098.02	
I-5-4(68)235	7462	622:1035	Talbot Rd. - N. Albany Interch. Sec.	67,161.84	
I-5-1(67)36	P.E.	615-1973	Rock Point - Seven Oaks Sec.	28,784.34	
I-205-7(15)290	7509	634-1049	Tualatin R. - Pac. Hwy. Sec.	79,237.23	
T-5003(2)	P.E.	4-0602	9th St. - 14th St. (Astoria) Sec.	809.71 514.65	
T-5005(3)	P.E.	9-0603	Hill St. @ Portland Ave (Bend) Sec.	1,542.81	
T-5016(2)	P.E.	31-0602	Oak St. - Spruce St. (La Grande) Sec.	1,519.08	
T-5025(1)	7532	26-0601	S.E. 67th Ave. - S.E. 92nd Ave (Portland) Sec.	32,406.49	
T-5025(9)	P.E.	26-0604	Portland City Wide Traffic Signals	20,146.60	
T-5025(12)	P.E.	26-0605	Powell Blvd. @ Hood Ave. (Gresham) Sec.	87.70	
ER-226(1)	P.E.	38-1418	Arch Cape Slide Section	75.40	
	S.F.	29-44120		90.15	
	S.F.	29-4712		10,577.38	

F.A. No.	Cat.#	Prefix	Description	F.A. Funds	Date
S-17-02(1)	7516	STP 017 02 1	Jump Rd Jct Co. Lines to Interch	$12,027.18	5-20-
I-5-2(22)78	PE	Various	Corridor Wk - Jct Jct Co.	601,142.45	5-20-
I-5-2(16)81	PE	Various	The Dalles - Celilo Section	254,751.22	5-20-
I-5-2(4)84	PE	Various	South Bound Jct - Nelson Section	254,942.26	5-20-
F-5-T-502(3)	7688	4-0603	N. 11th St - 4th St. Bridge	99778.01	5-20-7
F-5-T-502(6)	7707	4-0603	N. 11th St. at Railroad Br. (Const)	15,604.69	5-20-7
F-5-T-502(3)	7702	19-0603	Washington Bridge at Shaniko Hwy	34,916.65	5-20-7
I-5021(1)	PE	15-0-01	City of Portland Willamette River Bridges	8,192.43	5-20-7
I-5021(4)	7551	26-0000	Burnside St. (Portland) Channelization	46,836.14	5-20-7
I-5025(3)	7507	3-0101	Beyond Rr. - State St. (Cons. Engrg.)	48,953.32	5-20-7
I-5023(2)	7655	24-0202	S.W. Allen Blvd at Western Avenue (Widening)	41,299.97	5-20-7
I-5023(1)	7698	7-0603	S.E. Mcloughlin Blvd at S.E. Sixth Ave (Widening)	17,998.79	5-20-7
F-5-T-502(4)	7678	26-0603	E. Burnside at Hood Ave (Overpass)	8,741.09	5-20-7
F-5-T-502(19)	7707	26-0607	Portland City and Traffic Equipment #1	55,252.29	5-20-7
F-5-T-502(3)	7700	5-0603	Columbia Blvd at N. Lombard St. (24 Hours)	23,504.42	5-20-7

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

T

T-5003(2)

OREGON STATE HIGHWAY DIVISION

November 28, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

Mr. Bruce J. Clausen
Public Works Director
City of Astoria
City Hall
Astoria, OR 97103

Dear Mr. Clausen:

I have discussed the matter of the fail safe monitors that were installed on the traffic signal in Astoria with Bob Judson, our Chief Electrician.

The type of early units which were installed in Astoria were more sensitive than subsequent models. Mr. Judson advises me that it will be possible to change the monitors on the signals in Astoria in about two weeks to a unit that will perform more satisfactorily.

Very truly yours,

L. E. George
Traffic Engineer

LEG:kw

bc: H. S. Cox
C. O. Fredrickson
Robert Judson

RECEIVED
COUNTY & CITY SECTION
NOV 29 1973
ENGR. COOR. CE RE UE
UPE CE RE RPE

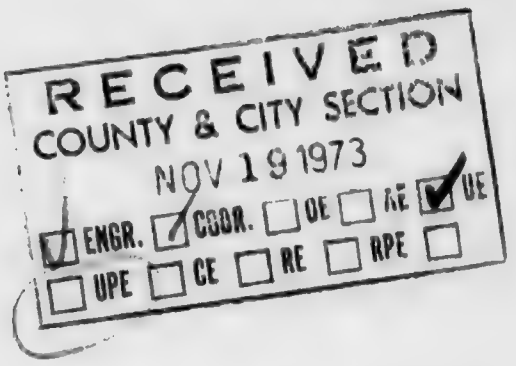
T

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 Duane Street
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

November 16, 1973

Mr. Richard Unrein
County and City Department
Highway Division
Department of Transportation
405 State Highway Building
Salem, Oregon 97310



Dear Mr. Unrein:

Earlier in the year the State Highway Department installed some attachments to our traffic signals that are designed to prevent the traffic signals from turning all lights to green at the same time. Until these attachments were installed we had relatively no difficulty with our traffic signals.

Following their installation we continue to find traffic signals in the downtown area flashing. When we open the control door we find the reset light on the small box is red. The traffic signal returns to proper operation as soon as we press the reset button. We have beeen experiencing at least two malfunctions of this specialized equipment each week. Although we appreciate the purpose of the equipment we request that you redesign it to make it less sensitive to voltage fluctuations and other minor variations. We do not have the extra personnel necessary to keep these signals in operation.

On Tuesday evening, November 13, the traffic signals at 9th and Marine Drive and at 12th and Commercial were flashing and we found both small boxes with the red reset button glowing. We are issuing instructions to our operating personnel to disconnect the small box at the next interruption caused by this box if there is no obvious reason for the flashing condition.

Enclosed is a copy of a letter that we wrote on an earlier date about this problem. Will you please advise us if you have made improvements in this equipment that would justify our reconsideration of the proposed action. If you have questions or need additional information, please let us know.

Yours truly,
THE CITY OF ASTORIA

11-19-73
Copy to L.E. George
C.O. Fredrickson 11-20-73

Bruce J. Clausen
Public Works Director/City Engineer

P.S. The 9th and Marine Drive light went to flashing this morning due to the safety box. It has been disconnected.

BJC:ki
cc: Dale F. Curry, City Manager
Larry V. Snyder, Superintendent of Public Works
Eldon Everton, District Engineer State Highway Dept.

April 2, 1973

Mr. B. L. Everton
District Engineer
Oregon State Highway Division
P. O. Box 686
Astoria, Oregon 97103

Dear Mr. Everton:

It happened again on Friday night, March 30. The traffic light at the 9th and Marine Drive intersection went from operational to flashing amber on Marine Drive and flashing red on 9th Street.

When we checked Saturday morning there was a small box that had been installed by OSHD personnel inside the control cabinet. Correct operation was restored by pushing the reset button on the small box.

Until now we have had no trouble with this traffic light. Will you please have the necessary corrections made so that the small box is not so sensitive to fluctuations.

Yours truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:ki
cc: Dale F. Curry, City Manager

RECEIVED
COUNTY & CITY SECTION
NOV 19 1973
☐ ENGR. ☒ COOR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7688

May 23, 1973

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen

A post-final payment for $300 will be made to Hamilton Electric, Inc., on Contract No. 7688 for traffic signals on the 9th Street-14th Street Section in the City of Astoria on the Columbia River Highway in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $71,163.29 including the post-final payment. Of the total, $42.29 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
C. O. Fredrickson

Date: 5/22/73

C. W. Head
Commission Secretary

A voucher has been prepared to pay

Contract No. 7688, Est. No. 6 Partial Final, Date: 7/33/72, Amt. $ 300.00

Contractor Hamilton Electric, Inc.

Totals to date: Paid to contractor $ 71,163.29

Amount of force account $ 42.29

Amount of retained percentage $

Accounting Control Unit

9/72

OREGON STATE
HIGHWAY DIVISION

7688

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Astoria Traffic Signals
Contract No. 7688

Hamilton Electric Company, contractor on the subject project, has requested a four-day extension of the contract time citing, alleged excessive time in obtaining our approval of the pole manufacturer's drawings. The project was completed September 20, 1972, with four days liquidated damages accrued at $75 per day for a total of $300.

This contract covered installation of interconnected signals at eight intersections. Contract time started February 24, 1972. Acquisition of signal poles is a critical item for completion of this type project. The contractor forwarded proposed pole drawings to the Resident Engineer on March 7. The poles proposed did not strictly comply with the plans. To be reasonable in our requirements for changes, the proposed pole fabrication was re-checked and substantially approved as submitted by April 6. Extension for four days of this one-month interval as additional delay imposed on the contractor would be reasonable.

I have therefore granted a four-day extension of time based on the above. This will eliminate all liquidated damages. This was a TOPICS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredreickson
V. L. Gallagher
Gary Sund

KAB:fw dpy

May 15, 1973

7688

Hamilton Electric Company
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

Your request for a time extension of four days on Contract No. 7688 for work on the Astoria Traffic Signals Section of the Columbia River Highway in Clatsop County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a four-day extension is granted which will eliminate all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
C. T. Keasey
C. O. Fredrickson
Loren Weber
V. L. Gallagher
V. E. Skoog
A. E. Johnson
H. S. Coulter

fw dpy

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 12, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 204 days, within which to complete our Contract No. 7688, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The delay in the completion was caused by the delivery of the poles. On March 7 we forwarded the pole drawings to the Oregon State Hiway Dept. Astoria office for approval. We were quoted 10-12 weeks delivery by the manufacturer after receipt of the original approved drawings. The drawings were returned to us with changes listed on April 6. The corrections were initiated by the O.S.H.D. rather than being pole manufacturers errors. The changes caused the pole manufacturer to redraw the working drawings and reschedule the pole production which in turn caused late delivery to us.

Respectfully submitted,

HAMILTON ELECTRIC, INC.
Contractor

By Allan B. Hamilton, J

CONSENT OF SURETY

Date March 15, 19 73

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edna L. Johnson
Attorney-in-fact Edna L. Johnson

(SEAL)

Smith & Crakes
By Lowell M Crakes
Resident Agent
58 W. 11th Avenue
Eugene, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7688 Contractor Hamilton Electric Inc.

Highway Columbia River

Section 9th - 14th Streets Astoria

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7688
Project designation	~~RMS - 1 - 203(3)~~ State Federal
Date awarded	Feb. 20 1972
Work started	June 20, 1972
Per cent completed	100 4/22/72 Date
No. of Workdays Allowed	200
No. of Workdays Used	204
No. of Added Workdays Requested	4

SP*6296-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7688

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 9, 1973

In reply refer to: 10-35-DB

FROM for G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5003(3)
Astoria Traffic Signals
Request for Time Extension

Due to the length of time it took to approve the contractor's pole drawings we consider the extension of time request as legitimate and concur in the four day time extension recommendation.

RECEIVED
STATE HWY ENGR
MAY 11 '73
REFER TO
Coulter
FOR
Info | Prves | R/D | DIR | Sign | Art | File

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

5-11-73
cy Kline &
Fredrickson
Harrington

NOTED
H.S.COULTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 3, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Astoria Traffic Signals
Oregon Project EHS-T-5003(3)

Hamilton Electric Company has requested a four-day extension of contract time citing alleged excessive time in obtaining approval of the pole manufacturer's drawings, followed by additional time loss in re-scheduling pole production after changes in the pole details were suggested by the State Highway Division. Pertinent dates include:

March 7	Contractor forwarded pole drawings to the Resident Engineer.
March 13	Region forwarded drawings to the Bridge Section.
March 24	Drawings received back in Astoria with suggested changes since the manufacturer's drawings were not in accordance with our plans and specifications.
March 24 to April 5	Discussions between Resident, Region, Bridge and Laboratory concerning whether or not poles as detailed by the manufacturer were acceptable after all.
April 5	Decision reached to accept the pole materials as proposed by the manufacturer (some dimensional changes requested).
April 6	Letter to contractor accordingly.

In considering the merits of time extension, we particularly noted the 13 days between March 24 and April 6 when the proposed poles were rechecked and the final decision reached to allow some deviation from our plans.

It is realized that the acquisition of signal poles is a critical item for completion of this type project, and we feel that a four-day time extension should be allowed. The project was completed September 20, with four days' liquidated damages accrued at $75 per day for $300. Your concurrence in a four-day time extension is requested.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

ok
HSC

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1973

SUBJECT: Request for Time Extension
Astoria Traffic Signals
Contract No. 7688

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Hamilton Electric Company requests a four-day extension of their contract time citing alleged excessive time in obtaining approval of the pole manufacturer's drawings followed by alleged additional time loss in re-scheduling pole production after changes in the pole details were suggested by OSHD. This last reason does not appear to be valid at all, as our people say the poles as delivered to the project were in accordance with the original drawings. The manufacturer did not fabricate to the suggested changes. The contractor refers to a promised ten to twelve week delivery by the pole manufacturer after receipt of approved drawings. There is a discrepancy here because the drawings were sent back to the contractor on April 6. Twelve weeks from the beginning of the week following would run to about July 3 and the poles were actually not delivered until one month later, or August 3. Some pertinent dates about the pole drawing approval are as follows:

3-7	Contractor forwarded pole drawings to the Resident Engineer.
3-13	Drawings forwarded to Bridge Section by the Region.
3-24	Drawings received back in Astoria with suggested changes as the manufacturer's drawings were not in accordance with our plans and specifications.
3-24 to 4-5	Discussions between Resident, Region, Bridge and Laboratory concerning whether proposed poles as detailed by the manufacturer were acceptable after all.
4-5	Decision reached to accept the pole material as proposed by the manufacturer, only some clearance dimensions requested.
4-6	Letter to the contractor accordingly.

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

In considering the merits of time extension now, the Resident and Region have focused on this 13 days between 3-24 and 4-6 when the proposed poles were re-checked and the ultimate decision reached to allow some deviation from our plan. Was this 13 days excessive? I doubt it. We seem to have been very reasonable and conceded all that we could in order to go along with a product that the contractor had proposed. Had he obtained the twelve-week delivery that he was still counting on apparently at that time, no harm would have been done to the job progress.

In addition to the above, the Region cites three holiday weekends during the life of the contract when time was counted, but they now feel in hindsight that stop work orders could and should have been issued. The facts are that the contractor did not even start work until June 20, some three weeks after the Memorial Day weekend, and he also worked on the Thursday and Friday, August 24 and 25, during the Astoria Regatta. This just leaves the 4th of July weekend and the contractor seems to have left the job voluntarily on Wednesday, June 28, and did not return to the job until July 5.

FHWA has not been con curring in these hindsight stop work situations even with better circumstances than this, and I do not believe it would be proper to attempt to extend the time on this reason.

This brings us back to a close consideration of the 13 days related to the pole drawings. We know that acquisition of signal poles is a critical item for completion of this type project. It would not be unreasonable to admit that four days time extension is attributable to the pole checking. The project was completed September 20 with four days liquidated damages accrued at $75 per day for $300. This was a TOPICS project and extension requires FHWA concurrence. I recommend an attempt to get such concurrence in a four-day extension and rough drafts of letters on this basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

GREAT AMERICAN INSURANCE COMPANY

NEW YORK, NEW YORK

No. 0 - 7878

The number of persons authorized by this power of attorney is not more than

ONE

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the GREAT AMERICAN INSURANCE COMPANY, a corporation organized and existing under and by virtue of the laws of the State of New York, does hereby nominate, constitute and appoint the person or persons named below its true and lawful attorney-in-fact or attorneys-in-fact, for it and in its name, place and stead to execute in behalf of the said Company, as surety, any and all bonds, undertakings and contracts of suretyship: provided that the liability of the said Company on any such bond, undertaking or contract of suretyship executed under this authority shall not exceed the limit stated below.

Name	Address	Limit of Power
EDNA L. JOHNSON	EUGENE, OREGON	$500,000.

This Power of Attorney revokes all previous powers issued in behalf of the attorney(s)-in-fact named above.

IN WITNESS WHEREOF the GREAT AMERICAN INSURANCE COMPANY has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 10 day of August 1971

GREAT AMERICAN INSURANCE COMPANY

Attest:

W. C. Beck
Secretary

J. H. Hirschmann
Vice President

STATE OF CALIFORNIA, COUNTY OF LOS ANGELES-ss:

On this 10th day of August 1971, before me personally appeared JOHN W. HIRSCHMANN, to me known, being duly sworn, deposes and says that he resided in Pasadena, California, that he is the Vice President of the Great American Insurance Company, the Company described in and which executed the above instrument; that he knows the seal of the said Company; that the seal affixed to the said instrument is such corporate seal; that it was so affixed by authority of his office under the By-Laws of said Company, and that he signed his name thereto by like authority.

OFFICIAL SEAL
VOLKER A. DITTMEYER
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
LOS ANGELES COUNTY
My Commission Expires Jan. 21, 1975

Volker A. Dittmeyer

This Power of Attorney is granted under and by authority of Article IV of the By-Laws of the Company, extracts of which read as follows:

ARTICLE IV.

Officers: Powers and Duties.

Section 4....The President...shall also have power and authority, from time to time, to appoint and fix the compensation of one or more attorneys-in-fact, to prescribe their respective duties and the respective limits of their authority and to revoke any such appointment, at any time, in his discretion.

Section 5....the several Vice Presidents...shall act, in the order of their appointment, in the place of the President exercising all his powers and performing his duties, during his absence or disability.

This Power of Attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of the Great American Insurance Company at a meeting duly called and held on the 5th day of May, 1965.

RESOLVED, that the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney and revocation of any power of attorney or certificate of either given for the execution of any bond, undertaking, or contract of suretyship, such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

CERTIFICATION

I, W. C. BECK, Secretary of Great American Insurance Company, do hereby certify that the foregoing Power of Attorney, the above quoted abstracts of Sections 4 and 5 of Article IV of the By-Laws, and the Resolution of the Board of Directors of May 5, 1965, have not been revoked and are now in full force and effect.

Signed and sealed this 15 day of March 1973

W. C. Beck
Secretary

F. 9089K – 3-70

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-4-73

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

CO. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: EHS-T- 5003(3)

VOUCHER PERIOD: FROM 1-14-72 TO 5-4-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$79,408.24	$78,279.62	63.59%	$49,778.01	$49,778.01	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

$0.00

V. E. Skoog, Fiscal Officer, OREDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NINTH ST. FOURTEENTH ST. ASTORIA SECTION					
	CLATSOP COUNTY					
	Construction					
	Type Code Y031					
	Signals (City Street Intersection) (Contr #7688)					
	Final Contract Payment Summary		Lump Sum		$71,163.29	
			Total Construction Cost		$71,163.29	
	Construction Engineering					
	State		All Required		$ 7,116.33	
			Total Participating Cost		$78,279.62	
	Nonparticipating Items					
	Construction Engineering		All Required		$ 961.41	
SFO	#1 Directional Signing		All Required		167.21	
			Total Nonparticipating Cost		$ 1,128.62	
			Total Cost		$79,408.24	

AMOUNT CARRIED FORWARD....

FORM PR-20A (6-71)

GPO 914-021

EXCERPT FROM MINUTES OF MEETING ON MAY 29, 1973

OF THE OREGON STATE HIGHWAY COMMISSION

EHS-T-5003(3)

Hamilton Electric Company, Contract No. 7688 for Astoria Traffic Signal on Columbia River Highway in Clatsop County, requested an extension of 4 days. The Commission confirmed an extension of 4 days, which will delete all liquidated damages. The Federal Highway Administration concurred May 9, 1973.

Summary of Completed Federal Aid Work

Ninth St.- Fourteenth St. Astoria Section

EHS-T-5003(3)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals (City Street Intersections)	Y031	$79,408.24	$49,778.01	0.00 Mile

(MEMORANDUM)

Fin Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-12-72

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5003(2)

VOUCHER PERIOD: FROM 8-13-71 TO 1-12-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$809.71	$809.71	63.56%	$514.65	$514.65	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM	QUANTITY	UNIT	UNIT PRICE	A
		9TH ST.-14TH ST. (ASTORIA) SECTION		
		CLATSOP COUNTY		
Preliminary Engineering Type Code P.E. Preliminary Engineering				
Preliminary Engineering	All	Required		$809.71
Total Preliminary Engineering Cost				$809.71
Total Participating Cost				$809.71
Total Cost				$809.71

AMOUNT CARRIED FORWARD.....

SUMMARY OF COMPLETED FEDERAL AID WORK

9TH ST.-14TH ST. (ASTORIA) SECTION

T-5003(2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P. E.	$809.71	$514.65	0.00 Mile

7688.1 A

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-2-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Clatsop	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
5-2-73	P. V. Riedl, Area Engineer		EHS-T-5003(3)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-22-72	1-30-73	102 %	200 cal. days
APPROVED EXTENSIONS	LOCATION		
None	City of Astoria, eight street intersections		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAY 04 1973

REGIONAL OFFICE

9TH STREET-14TH STREET (ASTORIA) SECTION
COLUMBIA RIVER HIGHWAY
Traffic Signal Installation

The work performed consisted of the replacement of traffic signals on Commercial Street (eastbound) at the intersections of 9th, 11th, 12th, and 14th; upgrading the existing traffic control signals on Marine Drive (westbound) at the intersections of 9th, 11th, and 14th Streets; and also upgrading the existing traffic control signals on Duane Street at the intersection of 11th.

Work on the project was satisfactorily completed on September 22, 1972 at which time 204 chargeable days had elapsed. The contract time was 200 calendar days; liquidated damages of $75 per day have been assessed. The final cost of the project was $70,621. There were no overruns or underruns on the project.

NOTED
H.S.COULTER

RECEIVED STATE HWY ENGR
MAY 7 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

5-7-73 Cy Clerk. Yours

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by RIEDL		SIGNATURE G. L. Green	
TITLE P. V. Riedl	DATE	TITLE	DATE 5-4-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7628

April 27, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5003(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7688 Work Completed September 22, 1972

Project 9th St.-14th St. (Astoria)

Highway Columbia River

County Clatsop

Acceptance: State Highway Commission January 30, 1973
Federal Highway Administration October 24, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

Attach.

JK:dg

cc V. E. Skoog

7688

February 6, 1973

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7688 awarded to Hamilton Electric, Inc., for traffic signals on the 9th Street-14th Street (Astoria) Section of the Columbia River Highway in Clatsop County was completed on September 22, 1972, and accepted by the Highway Commission on January 30, 1973.

Final payment in the amount of $3,383.34 will be released to the contractor after February 11, 1973. The total contract amount is $70,863.29 including $42.29 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: W. L. Monner
C. O. Fredrickson

5

7688

February 1, 1973

TO Oregon State Highway Commission

FROM V. B. Klahon
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7688 Work Completed September 22, 1972

Project 9th St. - 14th St. (Astoria)

Highway Columbia River County Clatsop

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date January 30, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

4-0603
Cont'd 7688

7688

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

7-8

January 16, 1973

Mr. Loren Webber
Oregon State Highway Division
2111 N.E. Front Street
Salem, Oregon 97310

Dear Mr. Webber:

At their regular meeting of January 15, 1973, and by motion the City Council of the City of Astoria accepted the new traffic lights that were installed last Summer.

The lights are working properly and without any trouble. We appreciate the good job that you have done for us.

Your s truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Public Works Director-
City Engineer

BJC:ki

C C: Construction
Programing
County-City
Secretary √

NOTED
C. W. HEAD

T

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 2, 1973

TO V. E. Skoog, Controller
B U I L D I N G

FROM L. H. Young, Programing Engineer

SUBJECT Preliminary Engineering
Topics Projects

Contracts have been awarded for the construction of the facilities covered by the following preliminary engineering projects; therefore, would you please have the necessary actions taken for submission of the final vouchers to FHWA on these preliminary engineering projects:

T-5003(2)	---------	9th St.-14th St. (Astoria)
T-5005(3)	---------	Portland Ave. at Hill St. (Bend)
T-5025(9)	---------	Portland City-wide Traffic Signals
T-5025(12)	---------	Powell Ave. at Hood Ave. (Gresham)
T-5016(2)	---------	Oak St.-Willow St. (La Grande)
T-5025(10)	---------	S.W. 72nd Ave.-S.W. Greenburg Rd. (Tigard)
EHS-S-390(3)	---X---	N. Santiam River (Greens) Bridge
S-588(1)	---X---	Grande Ronde River (Clark Cr.) Bridge

CL:bb

RECEIVED
COUNTY & CITY SECTION
JAN 2 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

..IGHWAY DEPARTMENT INVOICE

NO. 110102

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1314		4-0603-299

.City of Astoria
.City Hall
.Astoria, Oregon 97103
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Dale F. Curry, Manager			
Advance Deposit			$ 16,800.00
Partial transfer of advance deposit for construction of the 9th St.- 14th St. Section of the Marine Drive-Commercial St. Couplet TOPICS Project. Contract # 7688			
Covered by agreement dated 9-15-71			$ 13,800.00
to be retained			$ 3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ _____

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Astoria
City Hall
Astoria, Oregon 97103
Attention of Mr. Dale F. Curry
Manager

Request No. (assigned by staff engineer or head of division) cc 1314

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5003(3)

Itemized Statement:

Advance Deposit $16,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of Advance Deposit for construction of the 9th St.-14th St. Section of the Marine Drive-Commercial St. Couplet TOPICS Project. Contract #7688.		
		Covered by agreement dated 9/15/71.		13,800
		TO BE RETAINED		$ 3,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $16,800

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
4-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Block

10-24-72

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

7688

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Clatsop	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10/24/72	P. E. O'Neil, Asst Area Engineer		FHS-T-5003(2)

IN COMPANY WITH
Loren Weber, Resident Engineer, OSHD; David Noyes, Highway Engr Trainee, BPR

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	102 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

NOV 07 1972

REGIONAL OFFICE

cy Const. Engr. 11-7-72

9th STREET - 14th STREET (ASTORIA SECTION)
COLUMBIA RIVER HIGHWAY
Traffic Signal Installation

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on September 22, 1972 at which time 204 chargeable days had elapsed. The contract time was 200 calendar days and liquidated damages will be charged accordingly.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
A. E. Johnson

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR
Info | ...ves | R/D | D/R | ...ion | ...ct | ...te

11-4-72

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
FOR FILING

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Stam | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 3, 1972

TO G. L. Green, Acting Division Engineer
~~Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-Aid Project
No. EHS-T-5003(3)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON
11-8-72

SUBJECT Request Contract Acceptance

Contract 7688, Work Completed September 22, 1972

Project 9th St. - 14th St. (Astoria)

Highway Columbia River

County Clatsop

Establishment Period Ended

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 24, 1972

Conditions not acceptable: None

for G. K. Hoosner
G. L. Green
Acting Division Engineer

VG:pr

cc: Tom Edwards
L. H. Young

7688

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 9th - 14th Sts. Astoria		WEEK ENDING: 9/30/72
		SECTION PREFIX: 4-0603
HIGHWAY: Columbia River		COUNTY: Clatsop
NAME OF JOB: Astoria Traffic Signals	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hamilton Electric Inc.	CONTRACT NUMBER: 7688	FEDERAL AID PROJECT NUMBER: EHS-T-5003(3)
DATE OF CONTRACT: 2/20/72	DATE WORK STARTED: 6/20/72	ESTIMATED COMPLETION DATE: 9/22/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 204
PROJECT AUTHORIZATION: $ 82,235.05	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 102
EXCLUSIVE OF ENGINEERING: $ 75,052.95	ENGINEERING AUTHORIZATION $ 7,182.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,496	ENGINEERING COST TO DATE $ 6,876	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: 9/22/72

Semi-final submitted 9/27/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Job Completed .
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K
B
E

BEN GAFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

24 SUNDAY	
25 MONDAY	2 men in the office on the semi-final estiate
26 TUESDAY	Same as yesterday.
27 WEDNESDAY	Semi-final estimate taken to Salem.
28 THURSDAY	
29 FRIDAY	
30 SATURDAY	

REMARKS

The job is complete except for some minor clean up details and the semi-final has been turned in.

SIGNED _____ LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

T.

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Astoria TOPICS Signals Contract No. 7688

Highway Columbia River Prefix No. 4-0603

County Clatsop F.A. No. EHS-T-5003(3)

Final inspection made on 9-21-72 By Gerald W. Wimer

in company with Al Rear, Eldon Everton, Loren Weber, Bruce Clausen, and Dean Personett.

RECEIVED
COUNTY & CITY SECTION
JAN 18 1973
✓ ENGR. ✓ COOR. ✓ CE ✓ TE ✓ UE
✓ DPE ✓ CE ✓ RE ✓ RPE ☐

CHECK LIST

Date			
None	Construction signs removed	9-21-72	Opened to traffic with semi final Regional Materials Certification submitted
None	Salem Office notified to rescind construction speed zone		
12-28-72	Contractor removed equipment from project		
12-28-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project. Signals are higher than originally specified but acceptable. Restoration and maintenance of destination signs should be included in future traffic signal contracts. Minor cleanup remaining at time of inspection was done 12-28-72.

All contract work on this project has been completed and recommendation is made for acceptance on 9-22-72. The semi-final estimate has been submitted.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox✓
Reg. Engineer - J. B. Boyd
Res. Engineer - Loren Weber
Dist.Engineer - Eldon Everton

Copies sent to all named _____

ORIGINAL SIGNED BY GERALD WIMER
(Signed)

Reg. Const. Engr.
(Title)

(Johnson)
Region
Wash DC
EC

U.S. DE[illegible]TMENT O
FEDERAL HIGHWAY
BUREAU OF PUBLIC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTIO

REGION NO.	REPORT NO.	COUNTY	DIVISION
10 7668	3	Clatsop	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-14-72	P. V. Riedl, Area Engineer		ERS-T-5003(3)

IN COMPANY WITH
Loren Weber, Resident Engineer & Fred Kelly

NOTED
A. E. JOHNSON

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	98 %	93 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

10 Bridge
CH Contr 10-25-72

9TH STREET - 14TH STREET (ASTORIA) SECTION
COLUMBIA RIVER HIGHWAY
Traffic Signal Installation

OCT 20 1972
REGIONAL OFFICE

This is a phase inspection on the administration and field control of the traffic signal installation on the project.

The project is substantially completed with the exception of hanging some of the signal heads and adjusting these and grouting under the pole base plates.

The project was set up for 200 calendar days. The contract time is up on September 18 and it now appears that he will not complete the work within this time. Therefore liquidated damages will be assessed for this overrun.

The work was set up on a lump sum basis. A review of the field documentation shows that the work performed has been adequately covered and records are satisfactory for making progress payments.

The certification for the poles and equipment have been received but some additional information is needed and has been requested by the field office. This has not been furnished as yet to the Resident Engineer.

Materials incorporated into the project, other than the information requested above, substantially meets the specifications.

The EEO requirements have been met up to the last month. The Resident Engr has requested the contractor furnish the necessary forms to cover the specification requirements. The required posters have been placed on the project.

Conclusions:

The administration and field control of this project are considered as satisfactory and no follow up review is considered necessary.

10-24-72
Johnson
cf Young

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

FORM PR-33B
(REV. 8-70)
PREVIOUS EDITIONS WILL BE USED

RECEIVED
AUG 29 1972
FOR FILING

7688

August 29, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5003(3)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7688 Price Agreement No. 2

Project 9th St.-14th St. (Astoria)

Highway Columbia River

County Clatsop

This agreement covers the cost of backfilling the electrical conduit installations on this project with "In-kind" material found in the excavation. This work will be required when portland cement concrete is found in the trench excavations. The District Engineer requires this work to be done to prevent a hump from forming over the installation.

Copies of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 23, 1972.

Your approval as of June 23, 1972 is requested.

Attachments

BMW:js

RECEIVED
JUN 26 1972
FOR FILING

7688

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 26, 1972

TO Glen L. Green Acting
~~XXXXXXXXXX~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. EHS-T-5003(3)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification; Contract Work Started**

Contract 7688 **Work Started** June 23, 1972

Project 9th St. -14th St. (Astoria)

Highway Columbia River

County Clatsop

VG:kds

FOR FILING

7688

April 6, 1972

Econolite
3360 East La Palma
Anaheim, California 92806

Gentlemen:

As requested in your letter of March 31, 1972, we are enclosing a copy of the Labor and Material Bond for Contract No. 7688 for traffic signal installation on the 9th Street-14th Street (Astoria) Section of the Columbia River Highway in Clatsop County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

ECONOLITE

Solving Tomorrow's Traffic Problems...Today

March 31, 1972

Mr. Floyd Query, Secretary
State of Oregon
Department of Public Works
State Offices
Salem, Oregon

Attention: Traffic Engineer

Project: OSHD Contract #7688; Ninth to Fourteenth - Astoria
Contractor: Hamilton Electric

Gentlemen:

Econolite has or will be supplying materials for the above named project. We would like the following information to complete our records.

We hereby request a photocopy of the Labor and Material Bond. We will accept any charges for this service.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

km

******PLEASE RETURN THIS LETTER WITH THE PHOTOCOPY OF THE BOND.******
THANK YOU.

NOTED
FLOYD QUERY

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700

A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED
MAR 3 - 1972
FOR FILING

7688

March 1, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7688 for traffic signals on the 9th Street-14th Street Section in Astoria on the Columbia River Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

F. D. Morgan
L. H. Young
Attn: Vince Gallagher
Walt Hart
J. B. Boyd
Loren Weber

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
1133 4		Clatsop
		PROJECT NO.
		EHS-T-5003(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 9th Street to 14th Street (Astoria)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-12-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$79,003.00	$50,205.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer FEB 23 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 9-15-71.

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. ENE-T-5003(3) Safety

NINETH ST.-FOURTEENTH ST. ASTORIA SECTION

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, February 15, 1972

Project agreement estimate.

Type Code Y031
Signals (City Street Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 1,750.00
Traffic Signal Installation, Complete	All Required	68,871.00
		$70,621.00
Flagging (60% of Contractor's Cost)	All Required	1,200.00
	Subtotal	$71,821.00
	10% Engr. & Cont.	7,182.00
	Total	$79,003.00

Length of Project - - - - - - - - - - - 0.00 Mile

Federal Funds - - - - - - - - - - -

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 8, 1972 is requested in the award of contract for the 9th Street-14th Street (Astoria) Section, Project No. EHS-T-5003(3).

The contractor receiving the award is Hamilton Electric Inc., in the amount of $70,621, with Contract No. 7688 assigned. This bid was received on February 3, 1972 and awarded on February 10, 1972.

All right-of-way and rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

George M. Baldwin
Administrator of Highways

By L. H. Young

L. H. Young
Programing Engineer

Federal Highway
Administration endorsement.

Date FEB 14 1972
I concur in the award.

R. E. Simpson
Division Engineer

NOTED
R. D. ASBURY

RECEIVED
FEB 15 1972
PROGRAM & PLANNING
DIVISION

clm

rc. Wmc

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ APE

February 10, 1972

Mr. Dale F. Curry
Manager
City Hall
Astoria, Oregon 97030

Re: TOPICS Project EHS-T-5003(3)
9th Street-14th Street Section
Marine Drive-Commercial Street
Couplet

Dear Mr. Curry:

This will acknowledge receipt of the City's check #3565 in the amount of $16,800 which is the correct amount required as an advance deposit for the subject project.

The contract is now clear for award. A copy of the contract will be furnished to you following award of the contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RU:ljt

bc: R. L. Schroeder
L. E. George
L. H. Young
V. E. Skoog
J. B. Boyd

Check #3565 for $16,800

Rec'd. 2/10/72 by

MEMORANDUM

February 3, 1972
10:30 A.M.

TO: Dale F. Curry, City Manager

FROM: Lucy

Dick Bladorn of the State Highway Division in Salem called to let you know the outcome of the bid opening for the traffic signals under the TOPICS program.

Apparent low bidder was Hamilton Electric Company, Inc., Eugene.
Their low bid was $70,621.

An anticipated additional item - flagging at $1,200.

Total - $71,821.

Add 14.5% for engineering and contingencies - $10,414.

Add estimated item for preliminary engineering to date - $1,765.

Grand total - $84,000.

This is about $5500. under the preliminary estimate.

The City's share is 20% - $16,800.

Before the contract can be awarded they will need the City's check for $16,800.

Mr. Bladorn will confirm this in a letter today, but he thought you might like to know right away.

If you'd like to talk with him, his number in Salem is 378-6514.

Lucy

RECEIVED
FEB 10 1972
FOR FILING
EH 2-
T-5003(2)
7688

February 10, 1972

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on February 8, 1972, accepted your proposal for traffic signals on the 9th Street-14th Street Section in Astoria of the Columbia River Highway in Clatsop County for the sum of $70,621 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration and the City of Astoria is received and the City deposits $16,800.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7688.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Walt Hart
J. B. Boyd
Loren Weber
Wm. Geibel (SIA)

bc: R. L. Schroeder
L. H. Young
J. B. Boyd, Region 2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

February 3, 1972

Mr. Dale F. Curry
Manager
City Hall
Astoria, Oregon 97030

Re: TOPICS Project EHS-T-5003(3)
9th Street-14th Street Section
Marine Drive-Commercial Street
Couplet

Dear Mr. Curry:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Hamilton Electric, Inc. of Eugene, Oregon.

The anticipated cost based on the low bid is as follows:

Contractor's Bid	$70,621
Anticipated additional item (flagging)	1,200
	$71,821
Engineering & Contingencies (14½%)	10,414
	$82,235
Estimated preliminary engineering to date	1,765
TOTAL	$84,000

City's Advance Deposit:

20% of Total	$16,800

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check(in the amount of $16,800) payable to the Oregon State Highway Commission and forward it to Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

NOTED
R. L. SCHROEDER

RB:ljt

Form E-123

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #2

9th St. - 14th St. (Astoria) Section
Columbia River Highway,
CLATSOP COUNTY

OWNER: Oregon State Highway Department

DATE: 2-3-72 PAGE: 1 of 1

1. Hamilton Elec. Inc. (Eugene)
2. General Sec. Elec. Inc. (Bellevue)
3. Grassle
4.
5.
6.
7. (77,000)

8. Graham Elec Co. Portland 81,690
9. Kern Elec. Co. (Comstock) 90,370
10. Olson " " (Vancouver) 90,121
11. Christianson (Portland) 94,450
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	1,750	2000	4285
	L.S. Traffic Signal Installation, Complete	2	68,871	76,380	75,130
			70,621	78,380	79,415

9TH ST.-14TH ST. (ASTORIA) SECTION

COLUMBIA RIVER HIGHWAY

CLATSOP COUNTY

FAP No. EHS-T-5003(3)
Traffic Signals

Bids Received February 3, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$	1,500.00
2. Traffic Signal Installation, Complete	All Specified		75,500.00
	For Comparison of Bids	$	77,000.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 77,000.00	70,621
Anticipated Additional Items:		
Flagging (State Share)	1,200.00	1200
	$ 78,200.00	71,821
Engr. & Cont. (14 1/2%)	11,339.00	10,414
Estimated PE to date		1765
Estimated Net Authorization, Constr.	$ 89,539.00	84,000

City Share 20% 16,800

OPENING SCHEDULED FEB. 3

Highway commission lists contractors

SALEM -- The Oregon State Highway Commission has issued a list of contractors and others who have obtained plans for 13 projects on which bids are to be opened here at 9 a.m. Feb. 3.

The projects and planholders follow:

CLACKAMAS COUNTY — Hubbard Interchange Section, roadside improvement

Bidding planholders:
Aichele Landscaping, Portland.
All City Landscape, Portland.
Baltz & Son Co., Portland.
Earl A. Bloomberg, Jr., Sherwood.
Davey Tree Surgery, Livermore, Calif.
Evergreen Landscaping, Seattle.
L & R Nursery, Salem.
Landscaping, Inc., Mountlake Terrace, Wash.
Frank H. Lockyear & Sons, Wilsonville.
Parsons Landscaping, Kenmore, Wash.
Sprague's' Inc. of Washington, Lynnwood, Wash.
Willamette-Western Corp., Portland.
Informational planholders:
Gannon's Landscaping, Portland.
Mike Kenagy, Hubbard.
M. B. Sodding & Landscaping, Gervais.

CLATSOP COUNTY — Ninth Street-14th Street (Astoria) Section, traffic signals.

Bidding planholders:
Christenson Electric, Portland.
Electric Corp., Salem.
Fentron Highway Products, Seattle.
General Service Electric, Bellevue, Wash.
Graham Elecrion, Portland.
W. R. Grasle, Portland.
Hansen Electric, Coos Bay.
Kern Electric, Albany.
Lord Electric Co., Portland.
Olson Electric, Vancouver.
Rosendin Electric, San Jose, Calif.
Informational planholders:
Ameron Pole Products Div., Seattle.
Automatic Signal Div., Seattle.
Harlan E. Baxter & Assoc., Bellevue, Wash.
Cummings & Co., Nashville, Tenn.
Duggan-Huffman, St. Paul.
Econolite, Salem.
Foress Co., Corvallis.
Fouch Electric Mfg., Portland.
Jack Hulett Sales, Fort Worth.
Richolyn Enterprises, Salem.
George M. Roth, Portland.
The Union Metal Mfg. Co., Portland.

DOUGLAS COUNTY — Sawyer Rapids and Elkton slide sections, slide correction.

Bidding planholders:
Dan Allsup, Eugene.
Bob Angell, Eastside.
G. D. Dennis & Sons, Portland.
Durbin Construction, Eugene.
E. W. Eldridge, Sandy.
Roy D. Garren, Myrtle Creek.
W. H. Gregory, Portland.
S. W. Groesbeck, Eugene.
Selmar A. Hutchins & Hasco Construction, Sutherlin.
Hughes & Dodd, Medford.
Rogue River Paving Co., Medford.
Fred H. Slate, Portland.
S. D. Spencer & Son, Vancouver.
White Bros. Construction Co., Walla Walla, Wash.
Wildish Construction, Eugene.
Ray M. Davis Construction, Boring.
Thomas E. Davis, Glide.
Informational planholders:
Bay Area Plan Exch., Coos Bay.
Columbia Contractors, Dillard.
Erosion Control, Grants Pass.
Eugene Concrete Pipe, Eugene.
Foress Co., Corvallis.
Ray Pudwill's Construction, Springfield.

DOUGLAS COUNTY — Lavadoure Creek rock production.

Bidding planholders:
L. V. Anderson, General Contractor, Oakridge.
Bob Angell, Eastside
W. H. Gregory, Portland.
Rogue River Paving Co., Medford.
Timber Roads & Gravel, Scotts Mills.
Informational planholder:
Roseburg Sand & Gravel, Roseburg.

KLAMATH COUNTY — Bly rock production project.

Bidding planholders.
L. V. Anderson, General Contractor, Oakridge.
W. H. Gregory, Portland.
Klamath Rock Products, Klamath Falls.
Rogue River Paving Co., Medford.
Bud Stump Pipeline & Excavation, Klamath Falls.
Timber Roads & Gravel, Scotts Mills.
Jed Wilson & Son, Lapine.

MARION COUNTY — Market Street Interchange, traffic signals and illumination.

Bidding planholders
Christenson Electric, Portland.
Electric Corp., Salem
Fentron Highway Products, Seattle
Elting, Inc., Clackamas
Empire Building Material, Portland.
Environmental Erosion Control, Puyallup, Wash.
Erosion Control, Grants Pass.
Farwest Steel Corp., Eugene.
Fentron Highway Products, Seattle.
N. Fiorito Co., Seattle.
Foress Co., Corvallis.
L. B. Foster, San Francisco.
Fouch Electric Mfg., Portland.
General Electric Supply, Portland.
Gilmore Steel Contractors, Vancouver.
Gonzales Road Boring, Beaverton.
Grant Construction, Hayden Lake, Idaho.
W. R. Grasle Portland
Gray's Crane & Rigging, Portland.
Hamilton Construction, Eugene.
Hannan Bros. Construction, Portland.
Robert L. Helms Construction & Development, Sparks, Nev.
Vern Hoaglin Construction Co., Cornelius.
M. R. Holst Construction, Oakridge.
Selmar A. Hutchins & Hasco Construction, Sutherlin.
K. F. Jacobsen & Co., Portland.
R. B. Johnson, McMinnville.
Al Kalkhoven, Beaverton.
Kern Electric, Albany.
Klineline Sand & Gravel, Oregon City.
Lord Bros. Contractors, Portland.
Lord Electric Co., Portland.
Madden Construction, Portland.
Martin Bros., Salem.
Marwais Steel, Fontana, Calif.
F. H. McEwen Construction, Eugene.
Morse Bros., Harrisburg.
Ted Nelson, Portland.
Northwest Lift Slab, Portland.
Northwest Plans Center, Seattle.
O & K Construction, Gresham.
Olson Electric, Vancouver.
Oregon Asphaltic Paving, Portland.
Oregon Iron Works, Portland.
Pacemaker Industries, Spokane.
Pacific Building Materials, Portland.
Pacific Corrugated Culvert, Redding, Calif.
Page Paving, Salem.
Parsons Landscaping, Kenmore, Wash.
Portland Concrete Construction, Portland.
Portland Concrete Pipe, Tualatin.
Portland Wire & Iron Works, Portland.
Post-Tensioning Service Corp., Union City, Calif.
Raymond International, Oakland, Calif.
Richolyn Enterprises, Salem.
Ross Bros. Construction, Salem.
George M. Roth, Portland.
Salem Concrete Pipe, Salem.
Scharff Bros., Salem.
Schrader Construction Co., Portland.
Soule' Steel, San Francisco.
Stach Construction Co., Grants Pass.
Stillwell-Gerard Construction, Bellevue, Wash.
Syro Steel, Centerville, Utah.
Target Dredging & Pile Driving, Portland.
The Union Metal Mfg. Co., Portland.
Traffic Safety Supply, Portland.
VSL Corp., Los Gatos, Calif.
Valley Inland Pacific Construction, Wilsonville.
Ward Steel, Portland.
Charles R. Watts, Seattle.
Western Concrete Structures, Gardena, Calif.
Workman Construction and Workman Contractors, Canby.
L. R. Yegge, Los Gatos, Calif.

MULTNOMAH COUNTY — NE 148th Avenue-NE 160th Avenue Section of Halsey Street, grading and paving.

Bidding planholders:
Cascade Construction Co., Portland.
Gibbons & Reed, Portland.
W. H. Gregory, Portland.
R. A. Heintz Construction, Portland.
K. F. Jacobsen & Co., Portland.
O & K Construction, Gresham.
Oregon Asphaltic Paving, Portland.
Porter W. Yett, Portland.
Informational planholders:
Ray M. Davis Construction, Boring.
Elting, Inc., Clackamas.
Foress Co., Corvallis.
Frady Construction, Portland.
Al Kalkhoven, Beaverton.
Portland Concrete Constructin, Portland.
Portland Concrete Pipe, Tualatin.

UNION COUNTY-LA GRANDE office building.

Bidding planholders:
Eastern Oregon Construction Pendleton
Sam L. Godwin & Assoc., Hermiston.
Paul E. Hughes Construction Co., Tri Cities, Wash.
Lord Bro., Contractors, Portland.
McCormack Construction, Pendleton.
Charles Montgomery, Portland.
Ross Bros. Construction, Salem.
Schrader Construction Co., Portland.
The Timber Co., Hermiston.
Info. mational planholders:

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities
and Cost Estimates Between Advertising
and Letting Dates

1-17-72

Federal-Aid Projects

Letting Date Feb. 3, 1972 Project Name 9th St.-14th St. (Astoria) Sec.

FA No. _____ Hwy. Columbia River Co. Clatsop

Changes:

(1) T.E.S. Drawing No. 2513 Pole No. 22

1. Delete Legend 5 from pole and replace with Legend 1.
2. Add 15 ft. street light arm to south.

Discussed with BPR 1/17, 19__, by W. R. Zirbes

BPR Recommendation: Approved

by J. R. Schultz

OSHD Action Recommended: Revised plan and pole chart

by W. R. Zirbes Date 1/17/72

Action:

by _____ Date _____

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-14-72

FEDERAL AID PROJECT NO.
ENS-T-5003(3)

STATE PROJECT NO.
9TH ST.-14TH ST. (ASTORIA)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T 47-B

COUNTY NAME
CLATSOP

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 12, 1972	JANUARY 12, 1972	PRIMARY ROUTE 1 - PRIMARY TYPE 2 ROUTES
		STATE ROUTE NUMBER: COLUMBIA RIVER HIGHWAY - ROUTE 2 W AND CITY STREETS

GENERAL LOCATION:

CITY OF ASTORIA

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JANUARY 4, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-72		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

J.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

1-12-72

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE	FEDERAL AID PROJECT NO.
Oregon	F-5003(2)

VOUCHER PERIOD:	FROM	TO
	8-13-71	1-12-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$809.71	$809.71	63.56%	$514.65	$514.65	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Sheay
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	9TH ST.-14TH ST. (ASTORIA) SECTION					
	CLATSOP COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All	Required		$809.71	
	Total Preliminary Engineering Cost				$809.71	
	Total Participating Cost				$809.71	
	Total Cost				$809.71	

AMOUNT CARRIED FORWARD. . . . . .

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

9TH ST.-14TH ST. (ASTORIA) SECTION

T-5003(2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P. E.	$809.71	$514.65	0.00 Mile

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Mr. Simpson:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 27, 1972.

EHS-T-5015(3)	Washburn Way at Shasta Way
ER-220(1)	Sawyers Rapid and Elkton Slide Section
EHS-T-5008(3)	Ninth St.-Fourteenth St. (Astoria)
EHS-U-105(24)	N.W. 185th Ave. Interchange Section
I-5-5(52)274	Hubbard Int.-Woodburn Int. Section
I-5-5(53)283	Hubbard Interchange Section
EHS-I-5-5(54)258	Market St. Interchange

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

DAR:dg

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5003(3)
Safety

NINETH ST. - FOURTEENTH ST. ASTORIA SECTION

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, December 31, 1971

P. S. & E. Estimate.

Type Code Y031
Signals (City Street Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 1,500.00
Traffic Signals Traffic Signal Installation, Complete	All Required	75,500.00
		$77,000.00
Flagging (60% of Contractors Cost)	All Required	$ 1,200.00
	Subtotal	$78,200.00
	10% Engr. & Cont.	7,820.00
	Total	$86,020.00

Length of Project - - - - 0.00 Mile

Federal Funds	$54,664.00
State Funds	15,678.00
City Funds	15,678.00
Total	$86,020.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix:

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon

Project No. T-5003(2)
9th St.-14th St. (Astoria) Section
Preliminary Engineering

Dear Sir:

We are forwarding four copies of an estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Form E-123

STATE COPY

Oregon State Highway Division

Federal Aid
Project No. T-5003(2)

9TH ST.-14TH ST. (ASTORIA) SECTION OF

THE COLUMBIA RIVER HWY. IN CLATSOP COUNTY

Salem, Oregon, December 6, 1971

Project agreement estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 2,000.00
	Total	$ 2,000.00

Length of Project - - - - - - - 0.00 mile

Federal Funds -	$ 1,270.00
State Funds -	365.00
City Funds -	365.00
Total	$ 2,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 4-0602

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971

MONTHLY TRANSACTION NO. 12-39

DATE SUBMITTED TO W.O. DEC 9 1971

FORM PR-9 (REV. 6-61)

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REQUEST FOR OF INDIVIDUAL PROJE (PPM 21-1

CARD					
2	REPORT NUMBER (19)(20): 2	PROJECT LOCATION (45 typewriter spaces) (21)(65): US 30, 9th St. to 14th St. (Astoria)	ADT	9,200 9,800	FUTURE (66)(70)(71): 15,600 16,700

CARD								
3	CHARACTER OF PROPOSED WORK (35 spaces) (28)(62): Traffic Signals	NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. (72)(73): EHS	PL AUT 74

CARD		
4	CLASS OF FEDERAL FUNDS [1]: TOPICS	COUNTY NAME
	NAME OF URBAN AREA (17-31): Astoria	F.A. SYSTEM: Primary Type I and Type II

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	TOTAL COST (59)
1	(1-6)(8)	16	41	42	43 - 46	53						
5	30	11		3	PE ROW Y-031 CONST (Safety)	3	ITEM AS NOW PROGRAMED	47-B	EHS-T-5003(3)	US 30, 9th St. to 14th St. (Astoria)	0.0	46,000
										PROJECT TOTAL	0.0	46,000
5	30	11		3	PE ROW Y-031 CONST (Safety)	3	REQUESTED REVISION	47-B	EHS-T-5003(3)	US 30, 9th St. to 14th St. (Astoria)	0.0	89,000 (18)
										PROJECT TOTAL	0.0	89,000

12-3-71

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE: To revise the Character of P and to increase the project cost to confor

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMEND
August 13, 1971	DATE: December 3, 1971	DATE
OTHER: November 9, 1971	SIGNATURE	SIGNATURE
	Program and Planning Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

1686

VED
TY SECTION
3 1971
UE ☐ AE ☑ UE
E ☐ RPE ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ADT	9,200 9,800	FUTURE 15,600 16,700 (66) (70)	YEAR 91 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6	ITEM NO. 47-B (14) (15)

R MISCELLANEOUS FUNDS ONLY				PROJECT NUMBER		I PROJECTS ONLY	
DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. (24) (26)	DESIG. 27
		EHS		EHS-T	5003(3)		

	COUNTY NAME	CODE
	Clatsop	14 007 16

mary Type I and Type II	RTE NO.	FEDERAL AID	STATE (32)	2W (36)	U.S. (37)	30 (41)
	T-P	1				

ERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
th St. to (Astoria)	0.0	46,000	29,230	8,385(city) 8,385	Replace four traffic signals and upgrade four traffic signals.
CT TOTAL	0.0	46,000	29,230	16,770	
th St. to (Astoria)	0.0	89,000 (16) (23)	56,550 (24) (33)	16,225(city) 16,225	Replace eight traffic signals.
CT TOTAL	0.0	89,000	56,550	32,450	

NGE: To revise the Character of Proposed Work to read "Replace 8 Traffic Signals" crease the project cost to conform with latest cost estimate of the work involved.

-over-

D	RECOMMENDED	APPROVED
	DATE	DATE DEC 8 1971
	SIGNATURE	SIGNATURE
gineer	TITLE	TITLE Engineering Coordinator

of funds involved.

USCOMM-DC 48903-P61

Reason for change continued:

This change is necessary as it has now been determined that the obsolescence of the four traffic singals, which were to be upgraded, is of such extent that it is feasible and practical to replace the same with the latest type signals and controllers.

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1971

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

Att'n Mr. R. N. Chase

SUBJECT: TOPICS Project T-5003(2)
9th Street-14th Street (Astoria) Section
Marine Drive-Commercial Street Couplet

The City of Astoria, by letter of November 23, 1971, attached, concurs with the recommendation of the Traffic Section that all eight traffic signals of the subject project be replaced.

This revision will increase the total cost of the project to approximately $89,000. Please revise the program with the FHWA to include this additional work.

Richard Unrein
Urban Engineer
County and City Section

RU:mm
Att.

cc: F. B. Klaboe, w/att.
F. B. Crandall "

Daily Astorian----11-29
Astoria

Astoria Receives $16,000

The State Highway Commission has approved the proposed allocation of almost $1.5 million in federal aid TOPICS funds, including some $16,000 to Astoria.

In Astoria, the money will go toward a traffic signal improvement program on Duane and Commercial Streets and Marine Drive.

The signal improvement program will eventually be funded 60 per cent by the federal government and 20 per cent each by the state and the city. Astoria's share in the project will amount to approximately $17,000.

RECEIVED
STATE HIGHWAY ENGINEER

T.

OFFICE OF THE CITY MANAGER
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

November 23, 1971

Mr. Richard Unrein
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Dick:

The City Council has approved the TOPICS project to replace the traffic controls and upgrade the signals in the downtown area as outlined in your letter of November 19, 1971.

We will provide our share of the funds which we assume will be approximately $17,800. If there are additional papers to sign, please send them to me and we will secure the necessary signatures and mail them back to you promptly. Thanks ever so much for your help all the way through.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry

Dale F. Curry
City Manager

DFC:pr
cc: Bruce J. Clausen, Public Works Director

F.B. Klaboe
F.B. Crandall
L.H. Young

RECEIVED
COUNTY & CITY SECTION
NOV 24 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

bc: ✓ B. Klaboe
F. B. Crandall
L. H. Young

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 19, 1971

Mr. Dale F. Curry
City Manager
City Hall
Astoria, Oregon 97103

Dear Dale,

Our Traffic Section is working on the final design of your eight traffic signal revisions in the Astoria Central Business District area. This TOPICS project was set up to replace four traffic signals and to upgrade four traffic signals by replacing the controllers.

They recommend that, if possible, all eight signal installations be completely replaced because they are all obsolete. By the end of this month, Astoria will have $89,000 in total TOPICS funds available to apply towards this project. The designers believe that all eight signals can be replaced within the available funds.

We have checked with the Federal Highway Administration and they are in favor of the recommendation. If the City of Astoria concurs in this recommendation and will be able to provide the matching funds, we would appreciate this information. This project is presently scheduled for our January 27, 1972 bid opening. To meet this date we will need to know the City's desires within the next week or so.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

NOTED
F. B. KLABOE

RU:ljt

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-9-71

FEDERAL AID PROJECT NO.
1 003(2)

STATE PROJECT NO.
9TH ST.-14TH ST. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-47

COUNTY NAME
CLATSOP

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 9, 1971	PRIMARY ROUTE #1
		STATE ROUTE NUMBER: LOWER COLUMBIA RIVER HIGHWAY ROUTE 2W

GENERAL LOCATION:
ASTORIA CITY STREETS

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER *(Specify)*

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

R.N. CHASE NOTED

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-9-71	R L Green	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 11-57

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-9-71

BY (Signature): Mr. Young's October 28, 1971 PR-9

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 47-B THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
47B	EHS-T-5003(3)	0.0	46,000	29,230	9TH ST.-14TH ST. (ASTORIA) SECTION	REPLACE/OR UPGRADE TRAFFIC SIGNALS.

11-15-71

NOTED
R. D. ASBURRY

REMARKS (Division)

NOTED
TOM EDWARDS

RECEIVED
NOV 15 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		11-9-71	FOR: R. E. SIMPSON, DIVISION ENGINEER

11-15-71

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 11-57

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-28-71

FEDERAL-AID P (PPM

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): US 30, 9th St. to 14th St. (Astoria)	ADT	PRESENT: 9,200* / 9,800	FUTURE (66–69): 15,600* / 16,700	YEA (70)(71): 9							
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (25–62): Traffic Signals	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71): B-2	EMERG. YR. (72)(73): EHS	PL. AUT (74)					
CARD 4	CLASS OF FEDERAL FUNDS: TOPICS	COUNTY NAME											
	NAME OF URBAN AREA (17–31): Astoria	ROUTE NO. T P	FEDERAL-A 1										

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT C: TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67)
5					PE		US 30, 9th St. to 14th St. (Astoria)			
5					ROW		"9th St.-14th St. (Astoria) Section"			
5	30	N (11)		3	CONST (CODE) Y031 (Safety)	3		0.0	46,000	29,230
							PROJECT TOTALS	0.0	46,000	29,230

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	

*Marine Drive

T.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

28-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
) (65)	ADT	9,200* 9,800	15,600* 16,700 (66)	91 (70)(71)(72)	08	Oregon	35 (2)(3)	077 (4)(9)	47-B (14)(15)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
(69)	(70)	B-2 (71)(72)	EHS (73)	(74)(75)	EHS- T- 14 23	5003(3) 7 13		(24)(26)	27

COUNTY NAME: Clatsop — CODE: 007 (14)(15)

ROUTE NO. T P — FEDERAL-AID: 1 (32) — STATE: 2W (36)(37) — U.S.: 30 (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			
					Replace 4 traffic signals and upgrade 4 traffic signals.
0.0	46,000	29,230	8,385	8,385 (City)	ROW: 60' to 70'; Access Control: none Parking Restrictions: None.
0.0	46,000	29,230	8,385	8,385 (City)	

(16) (23)(24) (33) REMARKS

*Marine Drive

Additional Data: Item 47-A
Project T-5003(2)

RECEIVED
COUNTY & CITY SECTION
NOV 11 1971
☐ TRANS. ☑ DESIGN ☐ CE ☐ ME ☑ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

USCOMM DUSCOMM-DC 48905-P61

Existing Facilities:

East-West Streets	Curb to Curb
*Marine Dr. (Col. Riv. Hwy.; W. Bd.)	44'
Commercial (Col. Riv. Hwy.; E. Bd.)	44'
Duane	36'
North-South Streets	
9th	34'
11th	36'
12th	34'
14th	44'

*Previously named Bond Street in area of porject.

NOTE: All the above streets are one-way with two traffic lanes. Marine Drive and Commercial Street form a one-way couplet for US 30.

Project Data: The proposed work is as follows:

1. Replace existing traffic control signals on Commercial Street (Columbia River Highway; East Bound) at the intersections of 9th, 11th, 12th and 14th Streets.

2. Upgrade existing traffic control signals on Marine Drive (Columbia River Highway; West Bound) at the intersections of 9th, 11th and 14th Streets.

3. Upgrade existing traffic control signals on Duane Street at the intersection of 11th Street.

NOTE: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersections have a potential accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the existing signals are substandard, old as well as very difficult to maintain in working order and when not operating properly creates a potential accident hazard because the high ADT of the couplet which causes high vehicular crossing and turning conflicts.

The project further qualified under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a), as an "EHS" project.

System Action: FAP type II system approved by FHWA June 11, 1971.

Airports, Railroads, Water Developments, Historical and Recreation Areas:
None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 1 exempt per working agreements dated April 28, 1970 and June 8, 1971 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 8, 1971.

Access Control: None

Parking Restrictions: None

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 87% of project is on FA Primary System.
13% of project is on FAP Type II System.

MONTHLY TRANSACTION NO. 11-58

FORM PR-9 (REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

DATE SUBMITTED TO W.O. NOV 9 1971

10-28-71

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEA
2	3 (19) (20)	US 30, 9th St. to 14th St. (Astoria) 21 65	ADT	9,200 9,800	15,600 16,700 (66) (70)	91 (71) (7

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY					
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH Y
3	P.E. & Traffic Signals 28 62	(63) (65)	(66) (68)	69	70	71	72 73	74

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	TOPICS	

NAME OF URBAN AREA (17-31): Astoria

F.A. SYSTEM: Primary & Type II Primary

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(1-4)(5)	16	41	42	43 - 46	55					(54) (58)	(59) (66)
5					PE		ITEM AS NOW PROGRAMED	47	T-5003(2)	US 30, 9th St. to 14th St. (Astoria)	0.0	2,000
					ROW							
					CONST						0.0	46,000
										PROJECT TOTAL	0.0	48,000
5					PE		RE-QUESTED REVISION	47-A	T-5003(2)	(Same as above)	0.0	2,000
					ROW							
					CONST							(16) (23)
										PROJECT TOTAL	0.0	2,000

CARD: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ( ) — PROJECT WITHDRAWN ( )

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE — BUREAU OF PUBLIC ROADS

RECEIVED
COUNTY & CITY SECTION
NOV 11 1971
ENGR. DESIGN. CE AE
RW CE RE RPE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	ADT	9,200 9,800	FUTURE 15,600 16,700	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN. CODE 077	ITEM NO. 47
			(66) (70)	(71) (72)	(74) (75)		(2) (3)	4 6	(14) (16)

FOR MISCELLANEOUS FUNDS ONLY					PROJECT NUMBER		I PROJECTS ONLY	
CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
69	70	71	72 73	74 75	14 23	7 13	MI. (24) (26)	27

COUNTY NAME	CODE
Clatsop	14007

Primary & Type II Primary — RTE NO.: T & P — FEDERAL AID: 1 — STATE: (32) 2W — U.S.: (36) (37) 30 (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
th St. to 14th St.	0.0	2,000	1,270	365 365(City)	P.E. all phases; replace 4 Traffic Signals and upgrade 4 Traffic Signals.
	0.0	46,000	29,230	8,385 8,385(City)	
ROJECT TOTAL	0.0	48,000	30,500	17,500	
me as above)	0.0	2,000	1,270	365 365(City)	Preliminary Engineering - all phases. (Future: replace 4 traffic signals and upg[illegible] 4 traffic signals)
		(16) (23)	(24) (33)		
JECT TOTAL	0.0	2,000	1,270	730	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 6-61)

REQUEST FOR APPRO
OF INDIVIDUAL PROJECT PROG
(PPM 21-1 AND 22-

CARD 2 — REPORT NUMBER (18–20) | PROJECT LOCATION (45 typewriter spaces) (21–65) | ADT | FUTURE YEAR (66–74) | REGIO

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) (28–62) | NATL. FOREST (63–65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. (66–68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72–73) | PL AUTH YR (74–75) | PREF (76)

CARD 4 — CLASS OF FEDERAL FUNDS [1] | COUNTY NAME | NAME OF URBAN AREA (17–31) | F.A. SYSTEM | RTE

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDER
1	(1-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67)
5					PE ROW CONST (Safety)		Re-quested Revi-sion	47-B	EHS-T-5003(3)	US 30, 9th St. to 14th St. (Astoria)	0.0	46,000	29
										PROJECT TOTAL	0.0	46,000	29
5					PE ROW CONST		RE-QUESTED REVISION						
										PROJECT TOTAL		(16) (23)	(24)

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 14 ⟶ CODE 11 | CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To split present project into two sep
Preliminary Engineering & Item 47-B, Project EHS-T-5
control signals. This action is being taken in orde
grammed and obligated as an EHS project under IM 30-
paragraph (a).

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
August 13, 1971	DATE October 28, 1971	DATE
OTHER:	SIGNATURE	SIGNATURE
	Program and Planning Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	FUTURE YEAR (66) (70)(71) (72)	REGION (74) (75)	STATE NAME (2) (3)	STATE CODE	APPN. CODE 4 6	ITEM NO. (14) (18)

NEOUS FUNDS ONLY				PROJECT NUMBER		I PROJECTS ONLY	
. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME	CODE 14

RTE NO.	FEDERAL AID	STATE (32)	U.S. (36)(37) (41)

	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
14th	0.0	46,000	29,230	8,385 8,385(City)	Replace 4 traffic signals and upgrade 4 traffic signals.
	0.0	46,000	29,230	16,770	
	(16) (23)	(24) (33)			

RECEI
COUNTY & CIT
NOV 11
ENGR. COOR. UE
UPE CE RE

lit present project into two separate projects as Item 47-A Project T-5003(2), ing & Item 47-B, Project EHS-T-5003(3) installation & up-grading of 8 traffic s action is being taken in order that the physical construction maybe pro- d as an EHS project under IM 30-5-71, "Emergency Highway Safety Program",

RECOMMENDED	APPROVED
DATE	DATE NOV 9 1971
SIGNATURE	SIGNATURE
TITLE	TITLE

USCOMM-DC 48903-P61

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 8, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5003(2) TOPICS
9th St.-14th St. (Astoria) Section
Location/Design Approval

Location/design approval as required under Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested by Mr. Klaboe's October 20 letter.

11-15-71

NOTED
TOM EDWARDS

RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

RECEIVED
NOV 15 1971
PROGRAM & PLANNING
DIVISION

NOTED
L. H. YOUNG

BEN GIFFORD

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

11-4-71 CC: F.B. CRANDALL
J.B. BOYD
C.G. SWENSON
R.N. CHASE
J.R. SCHULTZ-FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5003(2)
Project Name: 9th St.-14th St. Sect.
Marine Dr.-Commercial St. Couplet

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☒ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☐ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at _____.
We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Astoria, Oregon, this 1st day of November, 1971.

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF Astoria
By Harry M. Steinbock
Title Mayor
By Ronald D. Caton
Title Finance Director

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

11-4-71
CC: J.B. Boyd
G.G. Swenson
R.N. Chase
T.W. Litchfield
J.R. Oakes

11-1-71

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5003(2)

Project Name 9th St.-14th St. Section

Marine Dr.-Commercial St. Couplet

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon,

this 1st day of November, 19 71.

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☑ CCOR. ☐ ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

City of Astoria

Harry M. Steinbock
Mayor

Ronald D. Caton
Recorder

OCT 26 1971

October 22, 1971

(date)

Mr. Dale F. Curry
City Manager
City Hall
Astoria, Oregon 97103

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Columbia River Highway (Safety/TOPICS)

Section 9th Street-14th Street: Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☑ COOR. ☐ ☐ ☐ ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

November 1, 1971
(date)

By Harry M. Steinbock
Mayor

By Ronald D. Caton
Finance Director ~~Commissioner~~

By _____
~~Commissioner~~

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
OCT 21 1971
FOR FILING

October 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
9th St.-14th St. (Astoria) Section
Project T-5003(2)
Lower Columbia River Highway
Clatsop County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing Marine Drive-Commercial Street couplet (US 30) in Astoria.

b. The design consists of pretimed, two-phase, interconnected traffic control signals at 9th, 11th, 12th and 14th Street intersections with Commercial Street; upgrade and interconnect existing traffic control signals at 9th, 11th and 14th Street intersections with Marine Drive.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section Memo of October 11, 1971).

1 copy City of Astoria "TOPICS Project Request" dated May 17, 1971.

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 1 Clearinghouse reviews under working agreements dated April 28, 1971 and June 8, 1971, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Waiver of environmental statement requirements was approved by FHWA Memorandum dated July 8, 1971.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering for final plan preparation, etc., as programmed under the subject Project T-5003(2).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RNC:bb

Enclosures

cc: R. L. Porter
Tom Edwards
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 11, 1971

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

SUBJECT: Location-Design Approval
TOPICS Project T-5003(2)
9th St.-14th St. (Astoria) Section
Marine Drive-Commercial St. Couplet

Processing for location-design approval for the subject project is requested.

STUDY REPORT

LOCATION: The intersections of 9th, 11th, 12th, and 14th Streets on Commercial Street; the intersections of 9th, 11th, and 14th Streets on Marine Drive; and the intersection of 11th and Duane Streets.

DESIGN: Replace the traffic signals at the intersections on Commercial Street with modern, pre-timed, two-phased, interconnected signals.

Upgrade and interconnect the traffic signals at the intersections on Marine Drive and on Duane Street.

The purpose of this project is to replace or upgrade the traffic signals at eight intersections. These signals are very old, substandard and difficult to maintain. The modernization of the signals should produce a smoother flow of traffic with less delays and accidents caused by malfunctioning equipment.

Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
R. D. ASBURRY

RB:ljt

RECEIVED
OCT 11 1971
PROGRAM & PLANNING
DIVISION

BP°82478-784

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 8, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5003( )
9th Street - 14th Street (Astoria) Section
Marine Drive-Commercial Street Couplet
City of Astoria

Mr. Bladorn's June 30 letter requested a waiver of the environmental statement requirements for the subject project under Section 3f(3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and therefore we approve the waiver of the environmental statement requirements.

7-12-71
REFERRED TO
[illegible] State Hwy Engr

RECEIVED
COUNTY & CITY SECTION
JUL 13 1971
ENGR. ✓ OSOR. CE RE ✓ UE
✓ UPE CE R RE A UPE

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date May, 1971

Name of City Astoria
Major Street Name Columbia River Highway
Section Name Marine Drive - Commercial Street couplet

Location of Project (Attach sketch map) Length
On Which System? Primary I X Primary II X or Secondary

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Marine Drive and Commercial Street are a part of State Highway No. 2W (US 30)

General description of proposed project: Replacement and revision* of eight traffic signals in the central business district of Astoria. Seven are located on a Primary Type I highway, the eighth is located on a Primary Type II highway.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Commercial Street at 9th, 11th, 12th, and 14th Streets, Marine Drive at 9th, 11th, and 14th Streets, and Duane Street at 11th Street.

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated
      (b.) Semi-traffic-actuated
      (c.) Volume density-actuated
      (d.) Pedestrian actuated

   b. Flashing Beacon

Footnotes:

*signals to be replaced:
Commercial St. @ 9th St.
Commercial St. @ 11th St.
Commercial St. @ 12th St.
Commercial St. @ 14th St.

Signals to be revised:
Marine Drive @ 9th St.
Marine Drive @ 11th St.
Marine Drive @ 14th St.
Duane St. @ 11th Street

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two X
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? Yes Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? cable

5. Type of Suspension:
   a. Mast Arm 4
   b. Span Wire 4
   c. Signal Bridge _____

6. Paint Color Desired: silver (4) and green (4)

7. Present Signalization: All 8 existing signals are substandard, old, and difficult to maintain.

8. Other Remarks: Four existing signals will be replaced, and four existing signals will be revised.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? not applicable* ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit N/A* or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

* No alteration of roadway is contemplated.

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ft.
(2.) (Direction) _____ Distance _____ft.

d. Number of Trains: (1) Passenger _____ Speed _____mph
(2) Freight _____ Speed _____mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____
_____
_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____
_____
_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ~~46,000~~ 58,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 46,000

3. Date Match Money is Available: May, 1971

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Areawide TOPICS plan is underway and expected to be completed by April, 1972.

2. Existing Conditions Necessitating This Proposed TOPICS Project: The existing signals are substandard, old, and difficult to maintain.

3. This Project Would Accomplish the Following: Four signals would be replaced with new installations meeting present standards. At four other signals, the controllers would be replaced, thus reducing maintenance costs and allowing modernization of the installations when funds become available.

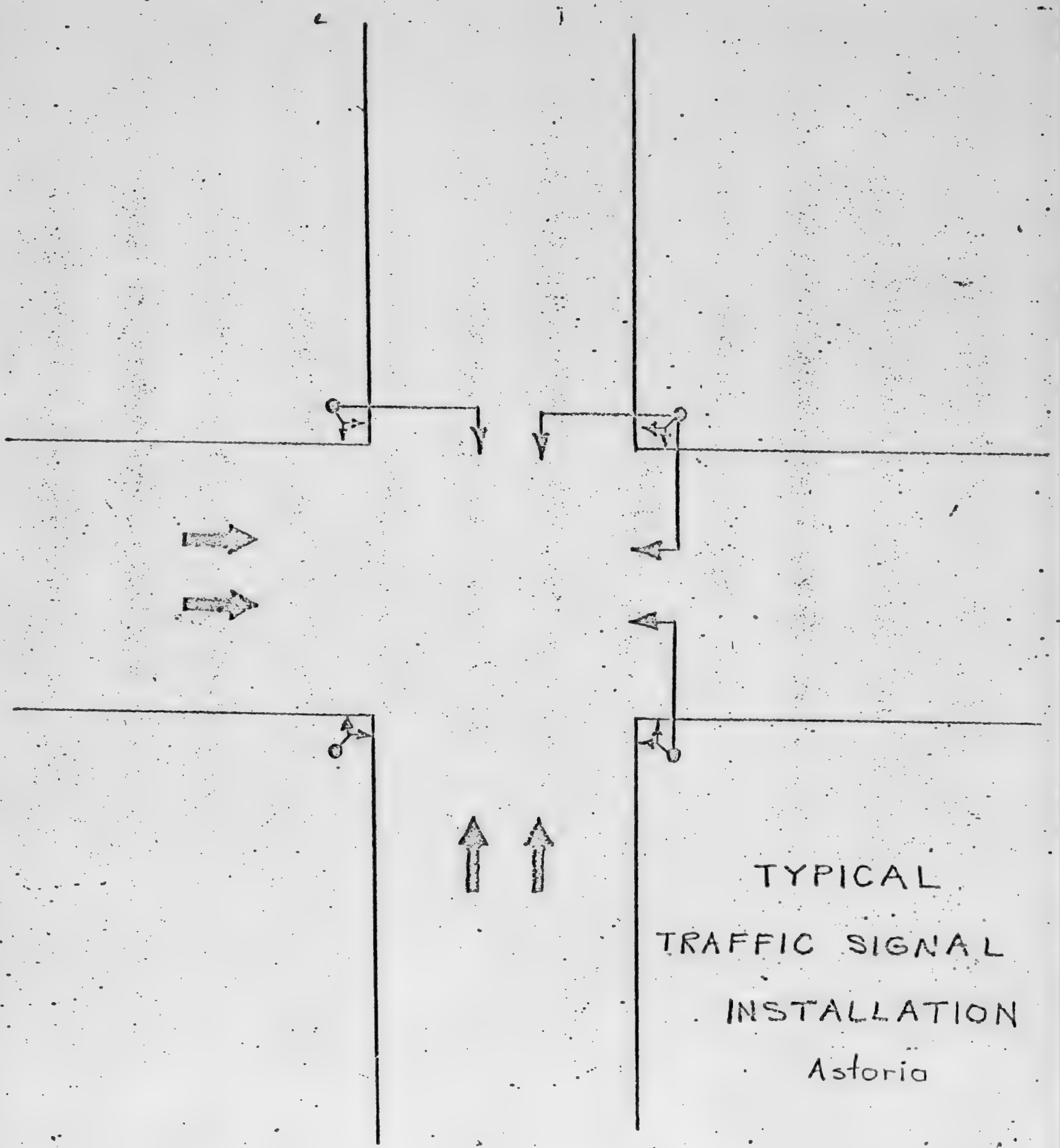
This application is not complete unless a sketch map showing the location of the project is attached.

The Astoria City Council on the 17th day of May, 19 71, adopted Resolution No. 71-15 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Dale F. Cressy

By City Manager

T-1-69
(rev. 12-70)



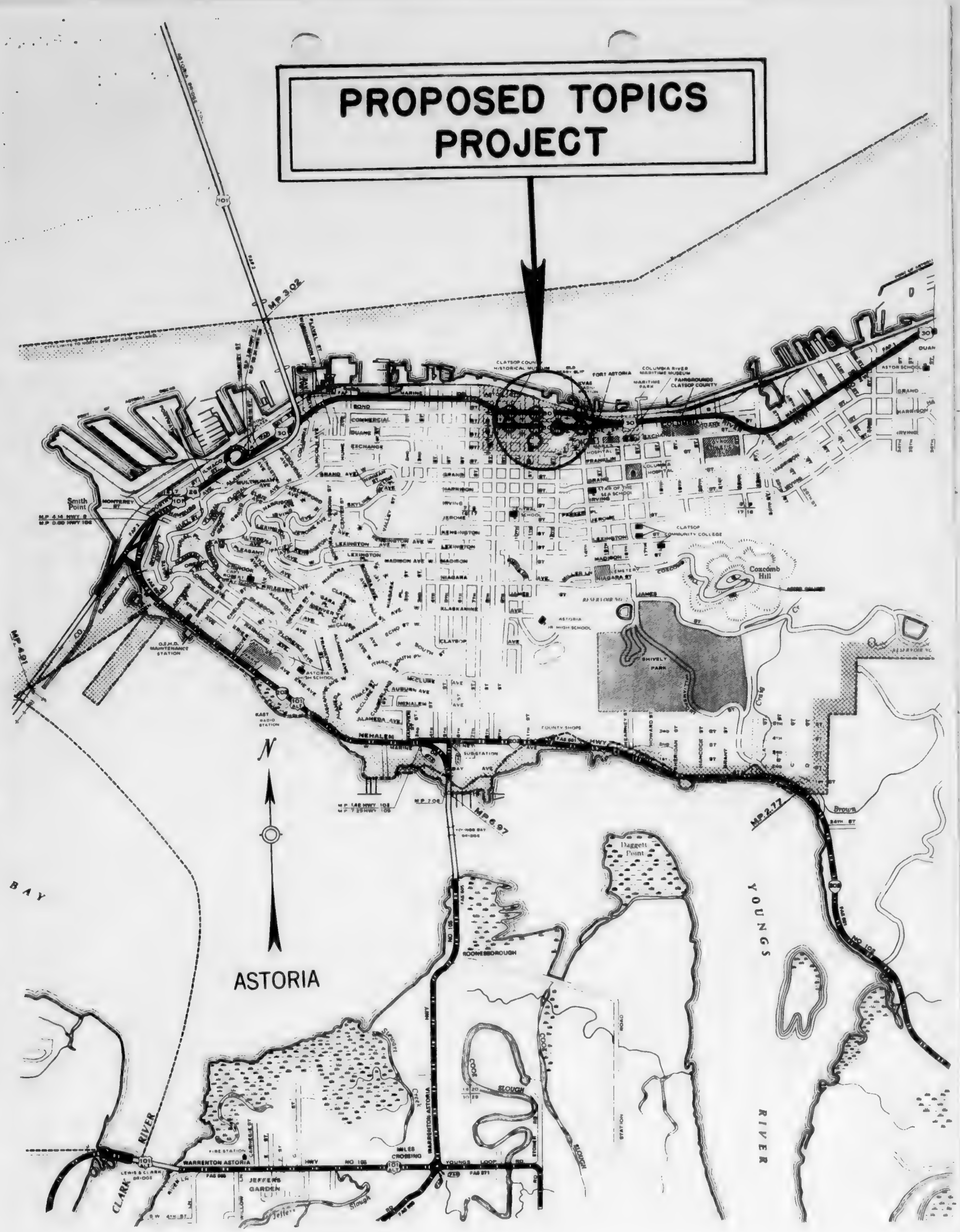
TYPICAL

TRAFFIC SIGNAL

INSTALLATION

Astoria

PROPOSED TOPICS PROJECT



OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
OCT 19 1971
PROGRAM & PLANNING

October 18, 1971

DAILY ASTORIAN

Astoria, Oregon 97103

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Astoria, Clatsop County, Oregon, relative to State's proposed plans for revisions of traffic signal installations within the city of Astoria. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, October 22, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Region Engineer in Salem, 378-2626.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: City of Astoria
Federal Highway Administration
Program and Planning, 2
Accounting: 5107-608-04
County and City Section
Public Affairs
J. B. Boyd, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
F. L. Hall
R. N. Chase
F. B. Crandall

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Astoria and the Oregon State Highway Division are requesting the Federal Highway Administration's location-design approval for replacement or revisions of traffic control signals on Marine Drive and Commercial Street (US 30) and Duane Street, at various intersections within the City of Astoria, Clatsop County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

DNH:ljt
10/18/71

DAILY ASTORIAN,Astoria

PROPOSED TOPICS PROJECT

RECEIVED
SEP 28 1971
FOR FILING

MEMO TO FILES

September 23, 1971

Re: TOPICS Project T-5003(2)
9th St.-14th St. (Astoria) Section
Marine Drive-Commercial St. Couplet

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states "that paths and trails are not to be established where other available ways or factors indicate an absence of any need for such paths and trails.

This project consists of the replacement or upgrading of the existing traffic control signals at eight intersections in the central business district. There will be no construction, reconstruction or relocation of any streets. All streets have curbs and sidewalks.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall
W. J. Hart

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1971
FOR FILING

September 22, 1971

City of Astoria
City Hall
Astoria, Oregon 97103

MISC. CONTRACTS and
AGREEMENTS No. 4311

Attention: Ronald D. Caton
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to 9th Street-14th Street Section of Marine Drive-Commercial Street Couplet.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 14, 1971

SUBJECT: TOPICS Agreement
9th St.-14th St. (ASTORIA) Section
Marine Drive-Commercial St. Couplet

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the June 22, 1971 Highway Commission meeting.

D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

TRANSACTION NUMBER 8-56

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-13-71

BY (Signature): Mr. Young's August 4, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 47 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1	T-5003(2)	0.0	48,000	30,500	9th St. - 14th St. "Astoria" Section	Preliminary Engineering and installation of traffic signals.

8-13-71

8-16-71

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain Location/Design approval.

NOTED
R. D. ASBURRY

8-17-71 ma

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-18-71	R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

8-17-71 ma

GPO 927-954

RECEIVED
AUG 5 - 1971
FOR FILING
EHC-
T-5003(2)
7688

August 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 47, Project No. T-5003(2), "9th Street-14th Street (Astoria) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 1 Clearinghouses' review under working agreements dated April 28, 1970 and June 8, 1971 respectively.

Public Hearings are not required under provisions of paragraph 6c of PPM 20-8.

Environmental statement requirement was waived by FHWA memorandum dated July 8, 1971, for this project under the provisions of paragraph 3f(3) of PPM 21-18.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-4-71

FEDERAL - AID PROGR

(PPM 21-1)

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION *(45 typewriter spaces)* (21–65): US 30, 9th St. to 14th St. (Astoria)		ADT	PRESENT: *9,200 / 9,800	FUTURE (66–68): *15,600 / 16,700	YEAR (70–72): 91	REC				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* (28–62): P.E. & Traffic Signals	NATL. FOREST (63–65)	FH ROUTE NO. (66–68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72–73)	PL. AUTH YR (74–75)	PR				
CARD 4	CLASS OF FEDERAL FUNDS: TOPICS						COUNTY NAME: Clatsop						
	NAME OF URBAN AREA (17-31): Astoria						ROUTE NO. T P	FEDERAL - AID: 1					

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP	TERMINI *(Full description)*	MILES (54–58)	ESTIMATED PROJECT COST BY — TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS (67–76)	
1	(14-15)	(16)	41	42							
5					**PE**		US 30, 9th St. to 14th St. (Astoria)	0.00	2,000	1,270	
5	8-4-71				**ROW**		"9th St. -14th St. (Astoria) Section"				
5					**CONST** (CODE) Y031			0.00	46,000	29,230	
							PROJECT TOTALS	0.00	48,000	30,500	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	

FHWA
8-12-71

* Top ADT Marine Dr.
Bot. ADT Commercial St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ID PROGRAM DATA

(PPM 21-1)

YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
91 (71) (72)	08	Oregon	35 (2) (3)	077 (4) (9)	47 (14) (18)

AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(75)	T- (14) (23)	5003 (7) (13)	(2)	(24) (26)	(27)

Clatsop — CODE 007 (14) (16)

AID	STATE	U.S.	PROGRAM STAGE
1 (32)	2W (36) (37)	30 (41)	[ ] 1 OR [X] 2

COST BY PHASES

NDS (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	365	365 (City)	P.E. all phases; replace 4 Traffic Signals and upgrade 4 Traffic Signals.
	8,385	8,385 (City)	ROW: 60' to 70'; Access Control: none; Parking Restrictions: None.
	8,750	8,750 (City)	

(33) REMARKS

Preliminary Engineering:

Field Work -	$ 500
PS & E Prep-	1,500
	$2,000

USCOMM DUSCOMM-DC 48905-P61

9TH ST. -14TH ST. (ASTORIA) SECTION

PROJECT NO. T-5003 (2)

Existing Facilities:

East-West Streets	Curb to Curb
* Marine Dr. (Col. Riv. Hwy.; W. Bd.)	44'
Commercial (Col. Riv. Hwy.; E. Bd.)	44'
Duane	36'
North-South Streets	
9th	34'
11th	36'
12th	34'
14th	44'

* Previously named Bond Street in area of project.

NOTE: All the above streets are one-way with two traffic lanes. Marine Drive and Commercial Street form a one-way couplet for US 30.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Replace existing traffic control signals on Commercial Street (Columbia River Highway; East Bound) at the intersections of 9th, 11th, 12th and 14th Streets.
3. Upgrade existing traffic control signals on Marine Drive (Columbia River Highway; West Bound) at the intersections of 9th, 11th and 14th Streets.
4. Upgrade existing traffic control signals on Duane Street at the intersection of 11th Street.

Additional Right-of-Way: None required.

System Action: Tentative FA

Airports, Railroads, Water D
None involved.

Relocation Assistance Paymen
required.

Clearinghouse Approval: Sta
April 28, 1970 and June

Public Hearings: None requi

Environmental Impact Statem
July 8, 1971.

Access Control: None

Parking Restrictions: None

Control of Utilities: The Sta
control the use by Utili
agreement is being pre

Data for PR-37: 87% of
13% of

TH ST. -14TH ST. (ASTORIA) SECTION

PROJECT NO. T-5003 (2)

Curb

affic lanes.
one-way

cial Street
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treet at the

System Action: Tentative FAP type II system approved by FHWA June 11, 1971.

Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 1 exempt per working agreements dated April 28, 1970 and June 8, 1971 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 8, 1971.

Access Control: None

Parking Restrictions: None

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 87% of project is on FA Primary System.
13% of project is on FAP Type II System.

ENGR. ☑ COOR. ☐ CE ☒ AE ☑ UE
UPE ☐ CE ☒ RE ☒ RPE ☐

COUNTY & CITY SECTION

Salem, Oregon
July 13, 1971

Mr. L. H. Young
Program & Planning Engineer
BUILDING

TOPICS Project Programming
Astoria and Baker

Attn: Mr. R. N. Chase

Attached is programming information for two TOPICS projects.

Highway Commission approval for these projects was received at the June 22, 1971 meeting.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
Att.

Daily Journal of Commerce, Portland-----7-14

COMMUNITIES LISTED

Safety projects OKd

SALEM — The Oregon State Highway Commission has approved 21 new project requests for Federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS) from 16 cities for a total programmed amount of $801,050, with an estimated cost to the State of $160,210.

The following six cities have requested development of areawide Topics plans by consultants: Coos Bay, Forest Grove, Hillsboro, Klamath Falls, Lebanon, and St. Helens.

The other 15 projects involve physical improvements.

Five have two

Following are the cities and programmed amounts. Five cities have two projects each.

Astoria—9th St.-14th St., Marine Drive-Commercial St. Complet. Signals, $48,000.

Baker—4th St.-Estes Ave.; La Grande-Baker Highway and Baker-Unity Highway. Signals, grading and paving, $78,000

Bend — Hill St. at Portland Ave. Widening and channelization, $16,000.

Coos Bay—Two projects. First, Coos Bay Urban Area with an Areawide Topics plan, $19,750; second, Wasson St., 10th St., and Market Avenue, Cape Arago Empire-Coos Bay, and Oregon Coast Highways. Signals and channelization, $59,000.

Signals, Widening

Forest Grove — Two projects. First, Areawide Topics plan, $5,300; second, Gales Creek Rd. at "E" St., and Pacific Ave. at "B" St. Signal, widening, channelization, illumination, $44,000

Hillsboro—Two projects. First, Areawide Topics plan, $8,900; second, Tualatin Valley Hwy. at S.E. Minter Bridge Rd. Traffic signal, railroad gates, channelization, and illumination, $60,000

Klamath Falls—Two projects. First, Areawide Topics plan. Second, Shasta Way,

MEMO TO R. N. CHASE

DATE: July 13, 1971

TOPICS PROJECT PROGRAMING

CITY: Astoria

SECTION: 9th Street-14th Street
Marine Drive-Commercial Street Couplet

PROPOSED WORK: Signals

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	46,000	27,600	9,200	9,200	
P.E.	2,000	1,200	400	400	
		FIELD 500		P.S.& E. Preparation	1,500

EXISTING FACILITIES:

9th St. - 34' curb to curb, 11th St. - 36' curb to curb,
12th St. - 34' curb to curb, 14th St. - 44' curb to curb,
Bond St. - 44' curb to curb, Commercial St. - 44' curb to curb,
Duane St. - 36' curb to curb

PROJECT DATA:

Replace existing traffic control signals on Commercial Street at 9th Street, 11th Street, 12th Street, and 14th Street.

Upgrade existing traffic control signals on Marine Drive at 9th Street, 11th Street, and 14th Street and on Duane Street at 11th Street.

ENVIRONMENTAL STATEMENT: Waived by Federal Highway Administration July 8, 1971
PROJECT NO.: T-5003( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by Federal Highway Administration June 11, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 1
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 1 CLEARINGHOUSE APPROVAL: Exempted June 8, 1971
HEARING: Not required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: NA (existing signals)
MARINE DR (1971 ADT) 9,200
COMMERCIAL ST. (" ") 9,800
HAWES 8-3-71
9.6

7/6/71
RB:lat

Richard Bladorn
Urban Program Engineer
County and City Section

CITY OF ASTORIA
PROPOSED TOPICS PROJECT

9th Street-14th Street (Astoria) Section of Marine Drive-Commercial Street Couplet (FAP 1). Signals, $48,000.

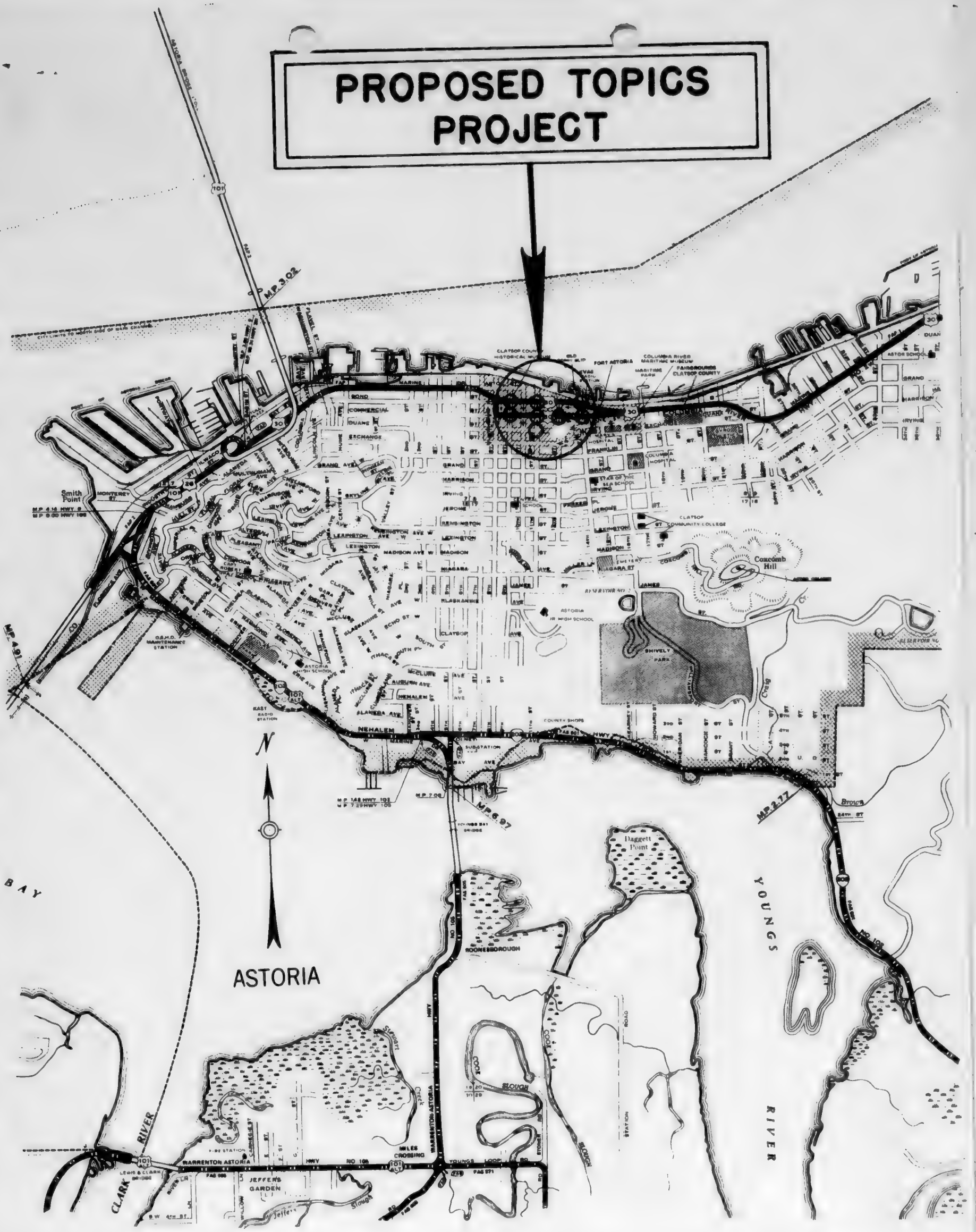
Replace existing traffic control signals on Commercial Street at 9th Street, 11th Street, 12th Street, and 14th Street.

Revise existing traffic control signals on Marine Drive at 9th Street, 11th Street, and 14th Street, and on Duane Street at 11th Street.

A public hearing will not be required.

71-d
5/28/71

PROPOSED TOPICS PROJECT



Form R-30

T

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section 9th St.-14th St. (Astoria) Date July 7, 1971

Highway Lower Columbia R-Marine Dr-Commercial St Couplet Authorization No. 1

County Clatsop Region 2 Survey Prefix #-0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is at 9th Street at its intersections with Marine Drive and with Commercial Street in the city of Astoria. The easterly end of the project is at 14th Street at its intersections with Marine Drive and with Commercial Street, MP 98.107.

The route follows existing city streets, and the project is approximately 0.27 mile in length.

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OPE CE RE RPE

Purpose of survey:

Prepare estimate and contract plans for replacement and/or revision of traffic signals.

Estimate of cost:

Specifications (921)	$150
Field (901) $300	
Traffic (911)	$900
Final Design (905)	$150
Utilities (914) $200	

T-5003(2)

Total estimated cost of survey . . . . . $ 1,700.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Loren Weber
Field Engineer

Recommended for Approval:

Regional Construction Engineer

Recommended for Approval:

Design Construction Engineer

Approved:

Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 8-13-71
FED. - AID 1 STATE
BEN GIFFORD

TRANSACTION NUMBER 8-56

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S AUGUST 4, 19

TITLE: PROGRAM & PLANNING ENGIN

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *

ITEM NOS. _____ THRU _____

STAGE 2

ITEM NOS. 47 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION W
41	T-5003(2)	0.0	48,000	30,500	9TH ST. - 14TH ST. "ASTORIA" SECTION PRELIMINA AND INSTA TRAFFIC S

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECE
COUNTY &
AUG
☑ ENGR. ☑ COO
☑ UPE ☑ CE

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-12-71	R. E. SIMPSON, DIVISION ENGI

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any o tion on the part of the Federal Government to provide Federal funds for the undertaking.

8-56

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-13-71

BY (Signature): MR. YOUNG'S AUGUST 4, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

S OF FEDERAL FUNDS ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 47 THRU ____

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	48,000	30,500	9TH ST. - 14TH ST. "ASTORIA" SECTION	PRELIMINARY ENGINEERING AND INSTALLATION OF TRAFFIC SIGNALS.

O PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN
OVAL.

RECEIVED
COUNTY & CITY SECTION
AUG 16 1971
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ☑ DE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

RECOMMENDED	APPROVED	
RE AND TITLE	DATE	SIGNATURE AND TITLE
	8-18-71	R. E. SIMPSON, DIVISION ENGINEER

ation to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligaernment to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 8-56

DATE SUBMITTED TO W. O. AUG 10 1971

FORM PR-1 (REV. 4-81)

8-4-71

FEDERAL-AID P (PPM

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 US 30, 9th St. to 14th St. (Astoria)	ADT	PRESENT *9,200 9,800	FUTURE *15,600 16,700 (68)(70)	YEAR 91 (71)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62 P.E. & Traffic Signals	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73) B-3	PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS TOPICS						COUNTY NAME Cl	
	NAME OF URBAN AREA 17-31 Astoria						ROUTE NO. T P	FEDERAL-AU 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5	10			1	PE	3	US 30, 9th St. to 14th St. (Astoria)	0.00	2,000	1,270
5					ROW		"9th St. -14th St. (Astoria) Section"			
5	30			3	CONST (CODE) Y031	3		0.00	46,000	29,230
								0.00	48,000	30,500
									(16)	(23) (24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES AUG 13 1971

RECEIVED COUNTY & CITY SECTION AUG 16 1971

PROJECT TOTALS

ENGR. ☑ COOR. ☐ UE ☐ RE ☑ UE

UPE ☐ CE ☑ RE ☐ RPE ☐

* Top ADT Marine Dr.
Bot. ADT Commercial St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-71

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	*9,200 9,800	*15,600 16,700	91	08	Oregon	35	077	47

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
			B-2		T-	5003	(2)	

COUNTY NAME: Clatsop — CODE: 007

ROUTE NO. T P — FEDERAL-AID: 1 — STATE: 2W — U.S.: 30

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.00	2,000	1,270	365	365 (City)	P.E. all phases; replace 4 Traffic Signals and upgrade 4 Traffic Signals.
0.00	46,000	29,230	8,385	8,385 (City)	ROW: 60' to 70'; Access Control: none; Parking Restrictions: None.
0.00	48,000	30,500	8,750	8,750 (City)	

REMARKS

* Top ADT Marine Dr.
Bot. ADT Commercial St.

Preliminary Engineering:

Field Work -	$ 500
PS & E Prep-	1,500
	$2,000

USCOMM DUSCOMM-DC 48905-P61

Existing Facilities:

East-West Streets	Curb to Curb
* Marine Dr. (Col. Riv. Hwy.; W. Bd.)	44'
Commercial (Col. Riv. Hwy.; E. Bd.)	44'
Duane	36'
North-South Streets	
9th	34'
11th	36'
12th	34'
14th	44'

* Previously named Bond Street in area of project.

NOTE: All the above streets are one-way with two traffic lanes. Marine Drive and Commercial Street form a one-way couplet for US 30.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Replace existing traffic control signals on Commercial Street (Columbia River Highway; East Bound) at the intersections of 9th, 11th, 12th and 14th Streets.
3. Upgrade existing traffic control signals on Marine Drive (Columbia River Highway; West Bound) at the intersections of 9th, 11th and 14th Streets.
4. Upgrade existing traffic control signals on Duane Street at the intersection of 11th Street.

Additional Right-of-Way: None required.

System Acti

Airports, R
None

Relocation
requi

Clearinghou
April

Public Hear

Environmen
July 8

Access Con

Parking Res

Control of
contr
agree

Data for PR

9TH ST. -14TH ST. (ASTORIA) SECTION

PROJECT NO. T-5003 (2)

Curb

raffic lanes.
one-way

rcial Street
sections of

Drive
rsections of

Street at the

System Action: Tentative FAP type II system approved by FHWA June 11, 1971.

Airports, Railroads, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 1 exempt per working agreements dated April 28, 1970 and June 8, 1971 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 8, 1971.

Access Control: None

Parking Restrictions: None

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 87% of project is on FA Primary System.
13% of project is on FAP Type II System.

RECEIVED
JUL 1 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • June 30, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5003( )
9th Street-14th Street (Astoria) Section
Marine Drive-Commercial Street Couplet
City of Astoria

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project involves the replacement of obsolete traffic signals at four intersections and the upgrading of substandard traffic signals at four additional intersections.

The result of this project will be a safer, smoother flowing and generally improved traffic signal system for the downtown area of the City.

Due to the limited nature of the project, its social, economic and environmental impact on the area will be negligible.

Very truly yours,

R. L. Porter
State Highway Engineer

By
Richard Blickem
for H. S. Cox
County and City Engineer

RB:ljt

cc: R. L. Porter
F. B. Klaboe
L. H. Young

RECEIVED
JUL 12

Form E-123

ENGR. ✓ ... ✓ ... ✓
✓ UPE ✓ CE ✓ RE ✓ M/E

~~Astoria~~
TOPS

June 22, 1971

Mr. Dale P. Curry
City Manager
City Hall
Astoria, Oregon 97103

Dear Mr. Curry:

The State Highway Commission today approved your request for a TOPICS project on the Marine Drive-Commercial Street Couplet. Attached for your information is a summary of this project.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc F. B. Crandall
R. D. Asburry

T

OFFICE OF THE CITY MANAGER
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

May 20, 1971

Mr. Richard Unrein
Urban Aid Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Dick:

Enclosed is the completed TOPICS request which I have signed, along with a copy of the resolution approved by the City Council at the May 17th meeting.

If there is anything additional that we must submit, please let me know.

Sincerely yours,

THE CITY OF ASTORIA

Dale

Dale F. Curry
City Manager

DFC:pr
Encl.

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

5-21-71
Reviewed with
Lyle Renz. OK
B

RESOLUTION NO. 71-15

A RESOLUTION OF THE CITY OF ASTORIA APPROVING THE TOPICS PROJECT DESCRIBED IN THIS RESOLUTION.

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF ASTORIA THAT:

WHEREAS, The City Council approves the TOPICS project request that will replace and revise eight traffic signals in the central business district of the City of Astoria. The locations and degree of work is as follows:

Signals to be replaced:	Commercial at 9th Street
	Commercial at 11th Street
	Commercial at 12th Street
	Commercial at 14th Street
Signals to be revised:	Marine Drive at 9th Street
	Marine Drive at 11th Street
	Marine Drive at 14th Street
	Duane Street at 11th Street

ADOPTED BY THE COMMON COUNCIL THIS 17th DAY OF May, 1971.

APPROVED BY THE MAYOR THIS 17th DAY OF May, 1971.

/s/ Harry M. Steinbock
Mayor

ATTEST:

/s/ Ronald D. Caton
Finance Director

ROLL CALL ON ADOPTION:		YEA	NAY	ABSENT
COMMISSIONER:	LUND	x		
	SWANSON	x		
	GUSTAFSON	x		
	LAW	x		
MAYOR STEINBOCK		x		

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date May, 1971

Name of City Astoria
Major Street Name Columbia River Highway
Section Name Marine Drive - Commercial Street couplet

Location of Project (Attach sketch map) Length
On Which System? Primary I X Primary II X or Secondary

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Marine Drive and Commercial Street are a part of State Highway No. 2W (US 30)

General description of proposed project: Replacement and revision* of eight traffic signals in the central business district of Astoria. Seven are located on a Primary Type I highway, the eighth is located on a Primary Type II highway.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Commercial Street at 9th, 11th, 12th, and 14th Streets, Marine Drive at 9th, 11th, and 14th Streets, and Duane Street at 11th Street.

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated
      (b.) Semi-traffic-actuated
      (c.) Volume density-actuated
      (d.) Pedestrian actuated

   b. Flashing Beacon

Footnotes:

*signals to be replaced:
Commercial St. @ 9th St.
Commercial St. @ 11th St.
Commercial St. @ 12th St.
Commercial St. @ 14th St.

Signals to be revised:
Marine Drive @ 9th St.
Marine Drive @ 11th St.
Marine Drive @ 14th St.
Duane St. @ 11th Street

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two X
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? Yes Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? cable

5. Type of Suspension:
   a. Mast Arm 4
   b. Span Wire 4
   c. Signal Bridge _____

6. Paint Color Desired: silver (4) and green (4)

7. Present Signalization: All 8 existing signals are substandard, old, and difficult to maintain.

8. Other Remarks: Four existing signals will be replaced, and four existing signals will be revised.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

_____

_____

2. Desired Work: _____

_____

_____

3. Typical Cross Section: _____

_____

_____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: _____

_____

_____

7. Traffic Control Signing:
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

_____

_____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? not applicable* ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit N/A* or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

* No alteration of roadway is contemplated.

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____
_____
_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____
_____
_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ~~46,000~~ 58,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 46,000

3. Date Match Money is Available: May, 1971

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Areawide TOPICS plan is underway and expected to be completed by April, 1972.

2. Existing Conditions Necessitating This Proposed TOPICS Project: The existing signals are substandard, old, and difficult to maintain.

3. This Project Would Accomplish the Following: Four signals would be replaced with new installations meeting present standards. At four other signals, the controllers would be replaced, thus reducing maintenance costs and allowing modernization of the installations when funds become available.

This application is not complete unless a sketch map showing the location of the project is attached.

The Astoria City Council on the 17th day of May, 19 71, adopted Resolution No. 71-15 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Dale F. Curry

By City Manager

T-1-69
(rev. 12-70)

PROJECT LOCATION

■ SIGNALS TO BE REVISED

● SIGNALS TO BE REPLACED

COLUMBIA RIVER

TOLL FERRY

(CITY LIMITS NORTH & MAIN CHANNEL)

(MATCH TO SHEET 1)

(MATCH TO SHEET 3)

(MATCH TO SHEET 4)

UNDER CONSTRUCTION

ASTORIA - MEGLER FERRY SLIP

S P & S RY

MP 0.00 HWY 8
MP 98.11 HWY 2W

MP 0.00 HWY 8
MP 98.14 HWY 2W

MARINE DR

OREGON COAST HWY.

COLUMBIA RIVER HWY.

COMMERCIAL ST

DUANE ST

EXCHANGE ST

FRANKLIN ST

GRAND AVE

HARRISON ST

IRVING ST

JEROME ST

KENSINGTON AVE

LEXINGTON AVE

MADISON AVE

NIAGARA AVE

KLASKANINE AVE

CLATSOP AVE

JAMES ST

Coxcomb Hill

ASTOR COLUMN

Reservoir

SHIVELY PARK

INDUSTRY ST

BASIN ST

BAY ST

ALAMEDA AVE

MULTNOMAH AVE

KINGSTON AVE

MELBOURNE AVE

FLORAL AVE

ELSIE AVE

CHELMSFORD AVE

LINCOLN AVE

HUME AVE

HINMAN ST

SKYLINE AVE

VALLEY ST

CENTER ST

LISBORN ST

SONORA AVE

PACIFIC AVE

ALTADENA AVE

PLEASANT AVE

ATLANTIC AVE

CHINOOK ST

CHELSEA ST

GLASGOW ST

DENVER ST

GARA PL

CLATSOP PL

HILL ST

McCLURE ST

ECHO ST

ITHACA ST

SOUTH ST

ROCK RD

RIDGE PL

HILLER LN

COXCOMB HILL RD

FRANKFORT ST

ERIE ST

HAMMOND ST

FLORENCE AVE

FAIRVIEW AVE

PARK AVE

ALAMEDA AVE

SIGNED ROUTES

INTERSTATE 0

U.S. 00

ORE 00

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open.
City Limits.

ASTORIA

CLATSOP COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 10,500

Scale in Feet

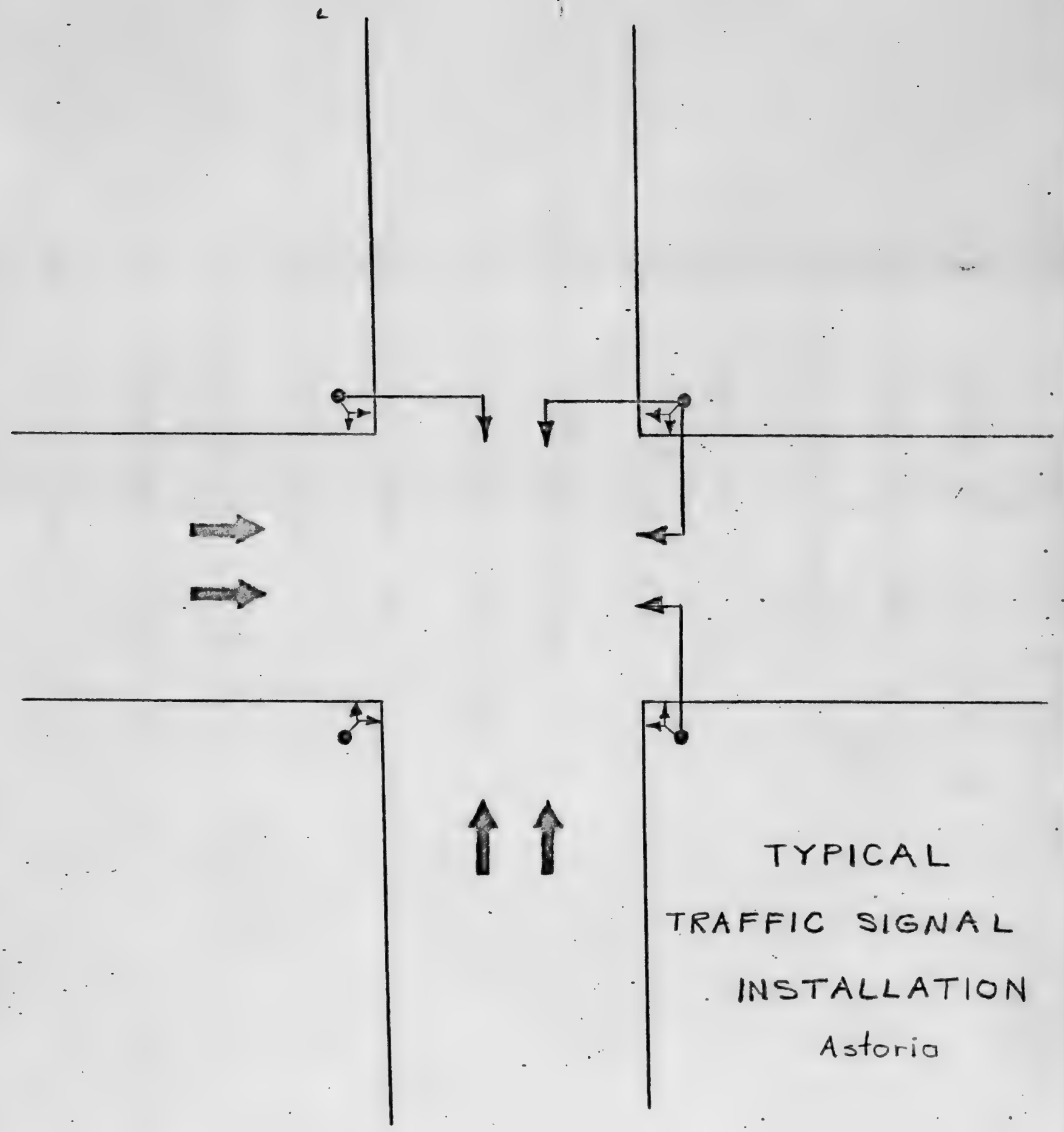
400 0 400 800

Revised February 1966

SHEET ARRANGEMENT

1 2 3
4

SHEET 2 OF 4 SHEETS



TYPICAL

TRAFFIC SIGNAL

INSTALLATION

Astoria

TOPS

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 11, 1971

Mr. Dale Curry
City Manager
City Hall
Astoria, Oregon 97103

Dear Mr. Curry:

As discussed during a recent conference between you and our representatives of the State Highway Division, there is enclosed one copy of a TOPICS project request for re-vamping of the traffic signals on Marine Drive and Commercial Street in Astoria.

This request provides that the existing signals on Commercial Street with the exception of that at the Eighth Street Intersection will be removed and replaced with new mast arm signals. The only work to be done to the signals on Marine Drive and those at the intersection of Duane and Eleventh Streets is the replacements of the existing controls.

Will you please review this request, make any changes that you feel are necessary, and after approval by the City Council, submit it to Mr. Unrein.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer

By

L. E. George
Operations Engineer

RECEIVED
COUNTY & CITY SECTION
MAY 19 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

VPJ:pb

cc: R. D. Asburry
R. Unrein

ER-229(1) Sawyer Rapids and Elkton Slide '72
Sections, Umpqua Hwy.
#7689 (Slide correction)

STATE COPY

7489

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Lowe

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-16-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Douglas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5-16-73	W. H. Kappus, Asst Area Engineer		ER-229(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9-5-72	10-26-72	90 %	200 days
APPROVED EXTENSIONS	**LOCATION**		
None	3.6 and 5.8 miles west of Elkton, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAY 18 1973

REGIONAL OFFICE

SAWYER RAPIDS-ELKTON SLIDE
UMPQUA HIGHWAY
Slide Correction

Contract work included construction of roadbed, slope grading, riprap, treated base and asphalt concrete pavement.

The original contract cost including contingency and engineering costs was $307,999.28. The final cost was $285,604.38 which includes a deduction of $193.44 for nonspecification asphaltic concrete. There were no major overruns or underruns.

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
FOR
Info | Invest | R/D | DIR | Sign | Act | File

5-21-73
Copy sent to Area

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. H. Kappus for		SIGNATURE	
TITLE T. P. Lowe	DATE	TITLE E. L. Green	DATE

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7689

May 7, 1973

TO: G. L. Green, Division Engineer
Federal Highway Administration

Federal-Aid Project
No. RS-229(1) + 7689

FROM: L. N. Young
Office Engineer

SUBJECT: Request; Federal-Aid Project Acceptance

This is to advise you that all participating work authorized under FAP No. RS-229(1) is completed.

Attached is the necessary supporting data required by your office.

Your final acceptance of the project is requested.

Encl.

cc V. E. Skoog

Formal Contract:

Contract 7689 Work Completed September 5, 1972

Project Sawyer Rapids and Elkton Slide

Highway Umpqua

County Douglas

Acceptance: State Highway Commission October 26, 1972

Federal Highway Administration September 17, 1972

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

Temporary Repairs: State Forces

Sawyer Rapids (M.P. 30.03 to M.P. 30.06)

Elkton Slide (M.P. 32.2 to M.P. 32.5)

Final Report of Costs

RECEIVED
NOV 1 1972
FORM E-30 (REV. 10-69)
FOR FILING

1629

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1972

SUBJECT: Douglas Electric Cooperative
Contract 7689

To: V. E. Skoog
Controller

From: Jess Jones, Utility Auditor

NOTED
TOM EDWARDS

After an exchange of letters and submission and approval of the estimate, the company was authorized to proceed with moving eight poles in conflict with the Sawyer Rapids-Elkton Slide construction project on Febuary 29, 1972. Construction began February 22, 1972. Records were examined in the company office in Roseburg October 16, 1972.

Scope

Verification was to original source documents on 50 percent of labor and 90 percent of materials and salvage. Verification was made of overhead clearing accounts, amounts, and identification of components of payroll additives. No discrepancy was found.

Conclusions

The 50 percent overrun on this job was legitimate for the following reasons. Construction labor was increased because of rain which required hand labor for certain work that was estimated to be done by machine. This also increased transportation costs. Brush cutting and clean up was under estimated and salvage credit was over estimated. Al Bates, the Resident Engineer, approved this overrun as reasonable and equitable. Company records supported the costs.

JJ:bg

V. E. Skoog

BP*52478-734

1679

October 31, 1972

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On October 27, 1972, we wrote to you concerning release of final payment on Contract No. 7689 awarded to Roy D. Garren for slide correction on the Sawyer Rapids and Elkton Slide Sections of the Umpqua Highway in Douglas County.

Final payment on this contract is $812.74 and the total contract amount is $254,378.71 including $6,112.90 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Roy D. Garren
Route 1, Box 333-B
Myrtle Creek, Oregon 97457

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
James Versteeg

RECEIVED
OCT 27 1972
FOR FILING
7689

October 27, 197.

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7689 awarded to Roy D. Garren for correction of the Sawyer Rapids and Elkton Slides on the Umpqua Highway in Douglas County was completed on September 5, 197 , and accepted by the Highway Commission on October 26, 197 .

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 1, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Roy D. Garren
Rt. 1, Box 333B
Myrtle Creek, Oregon 97457

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
James Versteeg

5

RECEIVED
OCT 27 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7689

DATE October 26, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7689 **Work Completed** September 5, 1972

Project Sawyer Rapids & Elkton Slide

Highway Umpqua **County** Douglas

Type of Work Slide Correction

Contractor Ray D. Garren

Recommended Acceptance Date October 26, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:dak

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

STATE COPY

5

OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

9-17-72

ch

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Douglas	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-17-72	T. P. Lowe, Area Engineer	ER-229(1)

IN COMPANY WITH
J. X. Wilson, Reg Constr Engr & A. W. Bates, Res Engr

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	90 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTION TAKEN
(* Not applicable for all contacts.)

cy-Constr 10-20-72

SAWYER RAPIDS - ELKTON SLIDE
UMPQUA HIGHWAY
Slide Correction

OCT 18 19[illegible]
REGIONAL [illegible]

The project was completed September 5, 1972 within the specified contract time.

The Resident Engineer indicated that the contractor had substantially complied with the labor and EEO provisions of the contract.

A price agreement to effect a reduction in price in the amount of $193.44 for non-specification asphaltic concrete has been approved.

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and acceptance is recommended.

NOTED
A. E. JOHNSON

10-19-72
Johnson
cy Young

RECEIVED
STATE HWY ENGR
OCT 19 '72
REFER TO
FBK
FOR

Info	Invest	R/D	D/R	Sign	Act	File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
STATE HWY ENGR
OCT 19 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

7689

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer DATE September 12, 1972

R. E. Simpson, Division Engineer
Federal Highway Administration

Federal aid Project
No. ER-229(1)

FROM L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

SUBJECT Request Contract Acceptance

Contract 7689, Work Completed September 5, 1972

Project Sawyer Rapids & Elkton Slide

Highway Umpqua

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-17-72

Conditions not acceptable:

None

for G. L. Green
Acting Division Engineer

VG:dg

cc Tom Edwards
L. H. Young

RECEIVED
OCT 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Sawyers Rapids- Elkton Slide	WEEK ENDING: Sept. 8, 1972
		SECTION PREFIX: 10-1036
	HIGHWAY: Umpqua	COUNTY: Douglas
NAME OF JOB: Sawyers Rapids- Elkton Slide	KIND OF WORK: Slide Correction	
CONTRACTOR: Roy D. Garren	CONTRACT NUMBER: 7689	FEDERAL AID PROJECT NUMBER: ER 229 (1)
DATE OF CONTRACT: March 11, 1972	DATE WORK STARTED: March 20, 1972	ESTIMATED COMPLETION DATE: Sept. 5, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 179
PROJECT AUTHORIZATION: $ 307,999.28	SPECIFIED COMPLETION DATE: Sept. 26, 1972	PERCENT OF TIME ELAPSED: 90
EXCLUSIVE OF ENGINEERING: $ 283,576.43	ENGINEERING AUTHORIZATION $ 24,422.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 265,000.00	ENGINEERING COST TO DATE $ 25,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: September 5, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	Seed- Mulch
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Class B A.C.
MILES IN PROJECT	0.92	0.45			0.45
MILES PARTIALLY COMPLETED	0.92	0.45			0.45
MILES COMPLETED	0.92	0.45			0.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	75,000 CY	4,400 Ton			1,900 Ton
TOTAL QUANTITIES CORRECTED TO DATE	69,317.3	3,677.9			1,786.6
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	69,317.3	3,677.9			1,786.6
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Fair	1		
MONDAY 4	Fair	1		
TUESDAY 5	Fair	1		
WEDNESDAY 6	Fair	~~1~~ 0		
THURSDAY 7	Fair	~~1~~ 0		
FRIDAY 8	Fair	~~1~~ 0		
SATURDAY 2	Fair	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 3	No Work
MONDAY 4	Labor Day No Work
TUESDAY 5	Work Completed Second Notification submitted
WEDNESDAY 6	Cleanup
THURSDAY 7	Cleanup Completed Third Notification submitted
FRIDAY 8	No Work
SATURDAY 2	No Work

REMARKS

Project Completed September 5, 1972

THIS IS THE LAST WEEKLY REPORT ON SUBJECT PROJECT

Or: Construction
2cc: Construction
cc: Region
cc: Files

SIGNED Alfred W. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUN 6 - 1972
FOR FILING

7689

June 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ER-229(1)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7689 Price Agreement No. 1 supplemental

Project Sawyer Rapids & Elkton Slide

Highway Umpqua

County Douglas

This agreement covers the cost to furnish and install an additional 14 feet of 12-inch culvert pipe which is required to complete the culvert extension covered by Price Agreement No. 1. The quantity of pipe required to complete the work was under estimate on the original order.

Copies of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached.

The original order covering this work was approved by your office effective April 6, 1972. This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 25, 1972.

Your approval as of April 6, 1972, date of approval of the original order, is requested.

Attachments

BHW:js

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 11, 1972

TO J. H. Versteeg
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

FROM ORIGINAL SIGNED BY FRANK L. HALL
Frank L. Hall
Design Engineer

SUBJECT Elkton Slide
Umpqua Highway

This is to confirm our telephone conversation we had on May 9 regarding price agreements necessary if the revised Elkton Slide plans that were furnished you were used.

Since this project was financed by ER Funds the extension of the project would involve other types of financing and I recommend that you proceed with the plans for the subject section as the contractor originally bid them. The work that was covered by the price agreement will be included in the Wells Creek-Jack Creek project that is scheduled for contracting in July.

The three foot extra width of the embankment necessary to accommodate the open base design on the Wells Creek-Jack Creek Section should be the only change necessary. The $900 extra cost of this work may be acceptable to the FHWA as eligible for ER money. It is my understanding that you will discuss this with the FHWA regional engineer.

FLH:jh
cc: A. E. Johnson
E. S. Hunter
C. T. Keasey

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
JUN 14 1972

STATE COPY

FORM PR-33A
FOR FHWA (Rev. 3-64)

5-8-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INTERIM INSPECTION REPORT

(Check appropriate box) [X] Project [ ] Contract [ ] Project Stock * [ ] Statewide Inspection-in-Depth

Region No.	Report No.	County	Division	Project No.
10	1	[illegible]	Oregon	NH-229(1)

Date of Inspection: 5/5/72

Inspected By: D. V. [illegible], Area Engr.

In Company With: J. K. Wilson, DPC [illegible]; [illegible], Area Engr.; C. Jacobs, Tenneco.

Location: 3.8 and 5.8 miles west of Elkton, Oregon

JUN 13 1972

REGIONAL OFFICE

Contractor Name and Address: Roy D. Carman, Route 1, Box 3300, Yreka, Calif. OR 97457

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
2/22/72	$264,215.00	200 days	3/11/72	3/20/72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	39 %	12

Roadbed (Width) (Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SUBBUILDING THICKNESS EDGE (Inches)	THICKNESS CENTER (Inches)	WIDTH (Feet)
Temp. Repair Grading	0010 6204	.474	9"	9"	32'

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

6-14-72

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

SAWYER RAPIDS & ELKTON SLIDE
UMPQUA HIGHWAY
Slide Correction

J Johnson
cc Young

The work to be performed is located on the Umpqua Highway west of Elkton, Oregon consisting of the following:

1. (Sawyer Rapids Slide MP 30.05)

   Construction of roadbed slope grading and riprap.

2. (Elkton Slide MP 32.3)

   Construction of roadbed grading, treated base and asphalt concrete pavement.
   Construction of slide drain ditch.

   1. Work Completed

      Clearing & Grubbing 92% Complete
      Drainage 2% "

(more)

REPLACES PR-33A(1) REV. 5-61, WHICH WILL NOT BE USED

ER-229(1)

2. Work in Progress

Started hauling waste material from cut Sta. 855.

Clearing underway on the west end of the project.

3. Comments

A preconstruction conference was held at the project field office in Roseburg, Oregon.

Work commenced on the project on March 20, 1972 consisting of placing fence and minor clearing work. Weather conditions curtailed the progress of the work and the contractor has just been able to move equipment onto the area for grading operations.

Extra work order No. 1 has been approved covering the furnishing materials and constructing Type 2 R/W fence with two 16 ft. chain link gates for a cost of $3,500.

Price Agreement No. 1 was approved covering the furnishing and installing a 12-inch culvert pipe for a cost of $234.00.

RECEIVED
APR 13 1972
BUR. PUBLIC ROADS

Date 3/22/72

Speed Memo

RECEIVED

Subject: Roseburg Paving Co. etal - The American Insurance Co. #MXP 153 34 54

FOR FILING

Dear Sirs:

Please find enclosed Certificate of Insurance for above for Umpqua Highway, Sawyer Rapids & Elkton Slide Road Construction Job #KR-229 (1).

7689

Thank you,

Darlene Johnson

DWAYNE BUELL AGENCY

INSURANCE — BONDS

P. O. BOX 730 ROSEBURG, OREGON 97470

Telephone: 673-4360

TO Oregon State Highway Dept.
Permit Division
Salem, Oregon

FIREMAN'S FUND AMERICAN INSURANCE COMPANIES

- ☐ FIREMAN'S FUND INSURANCE COMPANY
- ☒ THE AMERICAN INSURANCE COMPANY
- ☐ NATIONAL SURETY CORPORATION
- ☐ ASSOCIATED INDEMNITY CORPORATION
- ☐ AMERICAN AUTOMOBILE INSURANCE COMPANY
- ☐

CERTIFICATE OF INSURANCE

TO:

Oregon State Highway Dept.
Permit Division
Salem, Oregon

DATE 3/20/72 kg

THIS IS TO CERTIFY THAT THE COMPANY OR COMPANIES CHECKED ABOVE HAVE IN FORCE AS OF THE DATE HEREOF THE FOLLOWING POLICY OR POLICIES:

NAME AND ADDRESS OF INSURED OR EMPLOYER	LOCATION OF PROPERTY, DESCRIPTION OF OPERATIONS, BUSINESS CONDUCTED
M. John Loosley & S. Jean Loosley Poseburg Paving Inc. DBA: Roseburg Paving Co. and Per Endorsement P.O. Box 1427, Roseburg, Oregon 97470	Umpqua Highway, Sawer Rapids & Elkton Slide Road Construction Job #[illegible]-223 (1) Contract # 7689 Roy Garren Cont-

KIND OF INSURANCE	POLICY NUMBER	EXPIRATION	LIMITS OF LIABILITY
WORKMEN'S COMPENSATION			STATUTORY
EMPLOYERS' LIABILITY			THOUSAND DOLLARS, EACH PERSON THOUSAND DOLLARS, EACH ACCIDENT
BODILY INJURY LIABILITY OTHER THAN AUTOMOBILE*	USP 153 34 54	1/1/74	100 THOUSAND DOLLARS, EACH PERSON 300 THOUSAND DOLLARS, EACH OCCURRENCE 300 THOUSAND DOLLARS, AGGREGATE PRODUCTS AND COMPLETED OPERATIONS
PROPERTY DAMAGE LIABILITY OTHER THAN AUTOMOBILE*	"	"	50 THOUSAND DOLLARS, EACH OCCURRENCE 50 THOUSAND DOLLARS, AGGREGATE OPERATIONS 50 THOUSAND DOLLARS, AGGREGATE PROTECTIVE 50 THOUSAND DOLLARS, AGGREGATE CONTRACTUAL 50 THOUSAND DOLLARS, AGGREGATE PRODUCTS AND COMPLETED OPERATIONS
AUTOMOBILE: BODILY INJURY LIABILITY*	"	"	100 THOUSAND DOLLARS, EACH PERSON 300 THOUSAND DOLLARS, EACH OCCURRENCE
PROPERTY DAMAGE LIABILITY*	"	"	50 THOUSAND DOLLARS, EACH OCCURRENCE
MEDICAL PAYMENTS			$ EACH PERSON
COMPREHENSIVE—LOSS OF OR DAMAGE TO THE AUTOMOBILE, EXCEPT BY COLLISION OR UPSET BUT INCLUDING FIRE, THEFT AND WINDSTORM			ACTUAL CASH VALUE UNLESS OTHERWISE STATED HEREIN $
COLLISION OR UPSET			ACTUAL CASH VALUE LESS $ DEDUCTIBLE
			No special Ins— si[illegible] for in Spec— Provisions c[illegible]

DESCRIPTION AND LOCATION OF OPERATIONS AND AUTOMOBILES COVERED

All operations in accordance with policy conditions & limitations

NOTED
C. W. HEAD

*IF COMPREHENSIVE, SO STATE.

THIS CERTIFICATE OF INSURANCE NEITHER AFFIRMATIVELY NOR NEGATIVELY AMENDS, EXTENDS OR ALTERS THE COVERAGE AFFORDED BY THE POLICY OR POLICIES SHOWN ABOVE.

IN EVENT OF ANY MATERIAL CHANGE IN OR CANCELLATION OF THE POLICY OR POLICIES THE COMPANY WILL MAKE EVERY EFFORT TO NOTIFY THE ADDRESSEE BUT UNDERTAKES NO RESPONSIBILITY BY REASON OF FAILURE TO DO SO.

AUTHORIZED REPRESENTATIVE

Duayne [illegible]

385054—1-71

3-21-72

STATE COPY - 1P

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

3-22-72

Date March 17, 1972

Project Name Sawyers Rapids-Elkton Slide

Contract No. 7689

Highway Umpqua

Prefix 10-1026

County Douglas

F. A. Project No. ER-229 (1)

Contractor Roy D. Garren

Order No. 1

Address Rt. 1, Box 333-B Myrtle Cr., Oregon 97457

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish materials and construct Type 2 R/W Fence with two 16 ft. Chain link gates.

to Cont 3-30-72

Location by station numbers:

801+00 - 862+00

NOTED
A. E. JOHNSON

Estimate of quantities and cost:

4,419 ft. Fence @.66¢	=	2,916..54
2 Gates @ $300.ea.	=	600. 00
Total	=	$3,516.54

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

R/W negotiations have not been completed therefore fencing was not in contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 307,999.28
Present estimate of project cost, including $3,516.54 for work under this order	$ 307,999.28
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: A. Gradon Bates
Resident Engineer

Approval Recommended: J. H. Cantley
Division Engineer

Approval Recommended: Paul D. Bosch
Construction Engineer or Bridge Engineer

Approved: Geo. Kuhn
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-10-7		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Douglas
5		PROJECT NO. ER-229(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 38 5.8 mi. W. of Elkton E. 2.5 mi.
Sawyer Rapids & Elkton Slides

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING and Temporary Repairs	1-15-71	0.474
RIGHTS-OF-WAY Acquis.	8-3-71	
CONSTRUCTION	11-3-71	0.474
OTHER *(Specify)*		

FUNDS 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 342,370.00	$ 342,370.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. T. Schmitz

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer MAR 14 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. ER-229(1)

SAWYER RAPIDS AND ELKTON SLIDE SECTION

UMPQUA HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, February 8, 1972

Project Agreement Estimate.

Type Code PE

Preliminary Engineering	All Required	$ 12,000.00

Type Code R/W
Right-of-Way (Sta. 846+00 to Sta. 863+00)

Elkton Slide Section	All Required	$ 7,000.00

Type Code 0010
Temporary Repair

Sawyer Rapids (MP 30.03 to MP 30.06)
Elkton Slide (MP 32.2 to MP 32.5)

Labor	All Required	$ 5,400.00
Equipment	All Required	8,600.00
Material	All Required	4,400.00
	Total	$ 19,400.00

Type Code 6204
Roadway (Permanent Restoration)

Sawyer Rapids (Sta. 732+00 to Sta. 734+50)
Elkton Slide (Sta. 805+00 to Sta. 867+00)

Temporary Protection and Direction of Traffic	All Required		$ 15,000.00
Clearing and Grubbing	All Required		22,000.00
General Excavation	75,500 cu.yd.	1.00	75,500.00
Trench Excavation	410 cu.yd.	4.00	1,640.00
Finishing Roadbed and Slopes	All Required		2,500.00
Watering	170 M-gal.	4.00	680.00
Treated Base Mixture	4,400 ton	11.00	48,400.00
Cement in Treated Base	240 ton	44.00	10,560.00
Aggregate Shoulders	1,550 ton	5.50	8,525.00

Temporary Bituminous Wearing Surface	1,750 sq.yd.	4.50	7,875.00
Class "B" Asphalt Concrete Mixture	1,900 ton	12.00	22,800.00
Asphalt Cement in Mixture	120 ton	44.00	5,280.00
18-inch Culvert Pipe	110 lin.ft.	7.50	825.00
24-inch Culvert Pipe	90 lin.ft.	10.00	900.00
36-inch Culvert Pipe	110 lin.ft.	17.50	1,925.00
48-inch Culvert Pipe	30 lin.ft.	25.00	750.00
24-inch Arch-Type Pipe	30 lin.ft.	15.00	450.00
Concrete Inlets, Type "M-E"	1 only	500.00	500.00
6-inch Drain Pipe	1,050 lin.ft.	3.00	3,150.00
Special Filter Material in Drains	130 cu.yd.	10.00	1,300.00
Guard Rail, Type 2	250 lin.ft.	8.00	2,000.00
Guard Rail Anchors	2 only	250.00	500.00
Loose Riprap, Class 100	35 cu.yd.	15.00	525.00
Loose Riprap, Class 2000	3,700 cu.yd.	7.50	27,750.00
Guide Posts, W-1	20 only	9.00	180.00
Roadside Seeding and Mulching	6 acre	450.00	2,700.00
			$264,215.00
Flagging (60% of Contractor's Cost)	All Required		$ 3,000.00
Permanent Pavement Striping	All Required		100.00
Temporary Erosion Control	All Required		500.00
			$ 3,600.00
	Subtotal		$267,815.00
	Engr. & Cont.		36,155.00
	Total		$303.970.00

Length of Roadway - - - - - - 0.474 Mile
Cost of Roadway Per Mile- - $641,286.92

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds
Preliminary Engineering	$ 12,000.00	$ 12,000.00
Right-of-Way	7,000.00	7,000.00
Temporary Repairs	19,400.00	19,400.00
Permanent Repairs	303,970.00	303,970.00
Total Cost	$342,370.00	$342,370.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7689

Prefix Contract - 10-1036

Prefix Temporary: 10-4708

Prefix (PE): 38-1411

Prefix (R/W): 10-2522

Nonparticipating - State Work

Furnish Mailbox Posts	All Required	$ 50.00
Adjust Utilities	All Required	3,500.00

RECEIVED
MAR 13 1972
FOR FILING

7689

March 10, 1972

Roy D. Garron
Route 1, Box 333-B
Myrtle Creek, Oregon 97457

Dear Mr. Garron:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7689 for slide correction on the Sawyer Rapids and Elkton Slide Section of the Umpqua Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
A. W. Bates

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING 7689 • • • SALEM, OREGON 97310 PHONE 378-6511

February 29, 1972

Douglas Electric Cooperative, Inc.
P. O. Box 1327
Roseburg, Oregon 97470

ATTENTION: Mr. Homer Waters,
Field Engineer

RE: Power Line Relocation
Sawyers Rapids and Elkton
Slide Sections
Umpqua Highway
Douglas County

NOTED
A. E. JOHNSON

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 23, 1972, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of February 21, 1972.

Reimbursement for the work performed on and subsequent to February 21, 1972 will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:fw
cc: A. E. Johnson
~~D. F. Simpson~~
V. L. Gallagher (w/attach) (2)
V. E. Skoog (w/attach)
J. H. Versteeg (w/attach) (2)
A. W. Bates "
J. C. McCormick "
J. E. Holcomb "

NOTE TO J. H. VERSTEEG:
Please have a State Force Order prepared and submitted for this work (Prefix No. 10-1036). Return one copy of Est. and sketch with SFO.

Form E-123

RECEIVED
FOR FILING
7627

bc D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
A. W. Bates
William Geibel (SAIF)

February 29, 1972

Roy D. Garren
Route 1, Box 333-B
Myrtle Creek, Oregon 97457

Dear Mr. Garren:

The State Highway Commission on February 8, 1972, accepted your proposal for slide correction on the Sawyer Rapids and Elkton Slide Section of the Umpqua Highway in Douglas County and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7689.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 11, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl

Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

RECEIVED
MAR 1 - 1972
FOR FILING

ER-229(1)
7689

February 29, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 29, 1972 is requested in the award of contract for the Sawyer Rapids and Elkton Slide Sections, Project No. ER-229(1).

The contractor receiving the award is Roy D. Garren, in the amount of $264,215, with Contract No. 7689 assigned. This bid was received on February 3, 1972 and awarded on February 29, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

DEPOWER
ER-229(1)
ILLEG

February 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Tentative concurrence is requested in the award of Contract for the Sawyer Rapids and Elkton Slide Section, Project No. ER-229(1).

On February 3, 1972, Roy D. Garren submitted the low bid for the permanent restoration work on this emergency relief slide section in the amount of $264,215.00 which is $49,545.50 or 23.1% over our Engineer's estimate of $214,669.50. There were five other bids submitted in the amounts of $264,965; $277,440; $281,421; $293,595; and $299,697.

We have concluded that our estimate is too low, especially for the bid items: Treated Base Mixture, Temporary Protection and Direction of Traffic and Clearing and Grubbing; there are other items too low also. We believe the reason for the high bids is that of the work area's remote setting, which complicates and makes material procurement expensive and that not enough weight was given to this fact in making our estimate.

We advertised for bids to be received on this project on November 18, 1971. Three bidders responded at that time and they were rejected as being too high. Subsequently, the project was redesigned; some work items were revised, others eliminated, making the project more economical and less difficult to construct. This project is not to desireable from the contractors point of view (short section, work under traffic and poor material sources) as none of the original three bidders at the November 18, 1971, bid opening submitted a bid this time; therefore; considering the contractors response and the small amount of difference between the first two bidders, we feel that readvertising would be futile.

We did consider rejecting the bids and combining the project with the future project "Wells Cr. - Jack Creek Section" of a later time, but decided that this project is large enough to stand on its own and in all actuality had very little to do with the future work; also this is permanent restoration of emergency repair work and needs to be done as soon as possible; further, we are not certain when the "Wells Cr. - Jack Creek Section" will be done.

Considering the above information we believe we have received a reasonable bid, that we would not receive a lower bid upon readvertising and that we can not change the project further to make it less expensive to build; we feel it is in the public interest to award the contract to Roy D. Garren at this time.

We are forwarding a total project cost estimate and two copies of the bid tabulations. If further information is needed, please advise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

cc: F. B. Klaboe
E. S. Hunter
F. L. Hall
F. D. Morgan
R. N. Chase

DAR:alc

RECEIVED
FOR FILING

COST ANALYSIS
PROJECTS BID FEBRUARY 3, 1972

JOB. No.	Project	Percent of Engr. Est.	Remarks
3	Sawyer Rapids & Elkton Slide	Over 23%	This project was bid by Eldridge November 11, 1971 at $272,257.50, at 25% over the estimate. On todays bid for clearing and grubbing was $9,500 over the estimate and it must include some mobilization costs. Temporary Protection and Direction of Traffic was bid $7,600 over the estimate. Item 7, cement treated base, bid at $11.00/ton and was $4.55/ton over the estimate. This is a $20,020 amount for 4,400 tons. Nearly all other items were in line with the estimate. After the last bid we wanted to raise some prices, but according to the specification sec. the total amount of the job had been set. The six bidders on the project this time was enough for good competition. There were only three the last time. Putting the job up for bid again will not give you a better price. Consideration could be given to modifying the base design after the job was under construction negotiating a possible saving then.
4	Lavadoure Creek Rock Production	Under 55%	The materials source is gravels that will require scalping to produce the rock. The estimate was $6.50/C.Y. on the 1/2"-0 rock. The bid was $2.95. Other bids were $5.45 and $5.90. The contractor would hardly break even at his price.
9	La Grande Office Building	Over 28%	There were six bidders. The bid range was narrow, $181,500 low to $195,675 high. Walt Hart feels we would do no better on this design by rebidding the job.

NOTED
F. B. KLABOE

2-3-72
ELJ:fr
cc: A. E. Johnson
F. B. Klaboe
L. H. Young
F. D. Morgan
John A. Bond
Cost Analysis Unit

RECEIVED
DEC 20 1971
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JOHN W. McKEAN
State Game Director

December 20, 1971

cc: F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
C. T. Keasey (2)

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

Our field people have reviewed the plans of:

"Sawyer Rapids and Elkton Slide Sections."

There does not appear to be any problem with wildlife resources on this project. Water quality should be observed, however, to avoid conflict with fish life and the anglers in the area.

Thank you for the opportunity to review the plans.

Very truly yours,

R. O. Koski
ae

R. O. Koski
Fishery Staff Specialist

ROK:ae

CC: Director FCO

NOTE
F. B. KLABOE

Hall
A. Olson
Terpin
RECEIVED
DEC 21 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File [
Return To
Bring Up ___/___/___
Other

RECEIVED
DEC 9 - 1971
FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Umpqua Telephone Company
Elkton, Oregon 97436

December 7, 1971

ATTENTION: Mr. C. J. Licklider
President

Re: Telephone Facility Conflict
Sawyers Rapids & Elkton Slide Sections
Umpqua Highway
Douglas County

Gentlemen:

Reference is made to your letter to Mr. John Holcomb, dated November 30, 1971, which transmitted a plan for the relocation of your facilities in conflict with the construction of the subject projects. The project has been re-scheduled for letting by the Oregon State Highway Commission on January 27, 1972.

Your proposal for scheduling the relocation of two of the pedestals just prior to construction to reduce the inconvenience to the traveling public is approved. The scheduling, as you suggest, can be worked out with the State's contractor at the pre-construction conference.

A copy of your plan is being forwarded to the Director of Permits for use, if necessary, in preparing a new or amended permit.

Mr. Holcomb will advise you when the contract has been awarded and of the time and date for the pre-construction conference.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jaclene Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
C. T. Keasey
R. P. Hamilton w/plan
A. W. Bates
J. E. Holcomb

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DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

EK-2270(1)
7689

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

November 24, 1971

Douglas Electric Cooperative, Inc.
P. O. Box 1327
Roseburg, Oregon 97470

ATTENTION: Mr. Homer Waters

RE: Power Line Conflict
Sawyers Rapids & Elkton
Slide Sections
Umpqua Highway
Douglas County

Gentlemen:

NOTED
A. E. JOHNSON

Bids were received by the Oregon State Highway Commission on the above titled highway project on November 18, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling eight (8) in number. All of the conflicts are located on private property; therefore, the cost of their relocation is fully reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. J. E. Holcomb, Regional Utility Engineer, P. O. Box 1128, Roseburg, Oregon 97470, Phone 672-6541 Ext. 241, at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. A.W.BATES, P.O.BOX 1128, ROSEBURG, OREGON 97470, PHONE 672-6541, EXT. 233, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Bates. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Holcomb.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
C. T. Keasey
A. W. Bates
J. E. Holcomb

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Douglas Elec c Cooperative, Inc.
Project: Sawyers Rapids & Elkton Slide
Highway: Umpqua
County: Douglas

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Power Pole #6G-4	824+90	31 ft.	southerly		X	
" " #6G-5	830+50	31 ft.	"		X	
" " #6G-6	834+70	31 ft.	"		X	
" " #6G-7	838+80	21 ft.	"		X	
" " #6G-8	843+60	31 ft.	"		X	
" " #6G-9	843+70	31 ft.	northerly		X	
" " #6G-10	848+80	80 ft.	"		X	
" " #6G-11	851+90	110 ft.	"		X	

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

ER-227(1)
7689

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

November 24, 1971

Umpqua Telephone Company, Inc.
Elkton,
Oregon 97436

ATTENTION: Mr. C. J. Lucklider

RE: Telephone Facility Conflict
Sawyer Rapids & Elkton Slide Sections
Umpqua Highway
Douglas County

NC
A. E.

Gentlemen:

Bids were received by the Oregon State Highway Commission on the above titled highway project on November 18, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling four (4) in number, all of which are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. John E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, Phone 672-6541 Extension 241. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof.

YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, MR. A. W. BATES, P. O. BOX 1128, ROSEBURG, OREGON 97470, PHONE 672-6541, EXT. 233, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Bates. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Holcomb.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

Enclosures

cc: A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
C. T. Keasey
A. W. Bates
J. E. Holcomb

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Umpqua Telephone Company, Inc.
Project: Sawyer Rapids & Elkton Slide
Highway: Umpqua
County: Douglas

Sheet ____ of ____ Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Tele. Ped. JH5B 1	838+80	29 ft.	Southerly	X		
" " No #	845+00	29 ft.	"	X		
" " JH5A 1	850+90	15 ft.	Northerly	X		
" " JH5A A1	860+30	30 ft.	"	X		

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NOV 24 1971
FOR FILING
ER-207(1)
7689

November 24, 1971

E. d. Eldridge, Inc.
P. O. Box 98
Sandy, Oregon 97055

Gentlemen:

The State Highway Commission on November 18 received three bids for the Sawyer Rapids and Elkton Slide Sections Project on the Umpqua Highway in Douglas County.

The Commission today rejected all bids.

Very truly yours,

Floyd Lucary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
Ivan Merchant
Wm. Geibel (SAIF)
C. T. Keasey

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NOV 23 1971
FOR FILES

ER-229(1)
7689

November 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Concurrence is requested in rejecting the bids received Nov. 18, 1971, for the Sawyer Rapids and Elkton Slide Section, Project No. ER-229(1).

The low bid received from E. W. Eldridge, Inc., in the amount of $272,257.50 which is 24.7% above our Engineer's estimate of $218,317.00 is considered too high for the Highway Commission to accept. The design is being reviewed to see if a more economical method of building this section is possible.

Two copies of the bid tabulations are attached, and if further information is needed, please advise.

Very truly yours,

Federal Highway
Administration endorsement

R. L. Porter
State Highway Engineer

Date_____
I concur in rejecting the bid.

By

L. H. Young
Program and Planning Engineer

R. E. Simpson
Division Engineer

DAR:bb
Attach.

11-5-71

RECEIVED
NOV 10 1971
FOR FILING

FORM [illegible] (REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL PROJECT NO. ER-229)1)

STATE PROJECT NO. SAWYER RAPID SLIDE & ELKTON SLIDE SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME: DOUGLAS

ITEM NO. ER-8

PROGRAM STAGE (Check) [ ] 1 [X] 2

TO: ER-[illegible]
7687

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

L

Young w/letter. 11-8-71

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 3, 1971	NOVEMBER 3, 1971	FEDERAL AID PRIMARY ROUTE #20
		STATE ROUTE NUMBER: UMPQUA HIGHWAY ROUTE 45

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $3,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $3,000.00; TEMPORARY EROSION CONTROL 500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 26, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THE WORK AS QUICKLY AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 – "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-5-71	[signature]	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
NOV 5 - 1971
FOR FILING

ER-229(1)
.7687

November 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Sir:

Authorization to advertise the Sawyers Rapid and Elkton Slide Sections, Project No. ER-229(1) was requested in our letter of October 26, 1971.

We are now requesting authorization to advertise the project with a minimum advertising period of two weeks; the bids are to be received on November 18, 1971.

Proper certifications and status reports were included in our previous correspondence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:alc

RECEIVED
FOR FILE
1-227(1)
7457

October 26, 1971

Mr. K. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on November 18, 1971.

I-5-6(7)309	Jantzen Beach Interchange Section
I-80N-7(26)350	Nelson Point-Line Section
ER-229(3)	Sawyer Rapids and Elkton Slides

Compliance with paragraph 16 of PPM 21-6.3 has been had concerning product selection, the plans conform to PPM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to PPM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per PPM 40-2-69.

In compliance with PPM 21-5-68, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's circular memorandum of May 25, 1966, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and PPM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:js

RECEIVED
DEC 3 - 1971
FOR FILING

STATE OF OREGON 1859

FK-227(1)

7687

OCT 20 1971
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Asst.
Auditor
Licenses
Fish Culture
Research
Eng.
Water Res.
Info-Ed.
Surname

NOTED
F. B. KLABOE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON 97310 • Phone 364-2171

October 19, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Hall
A. Olson
Terpin
Coil
Johnson
R. Olson
Trout

RECEIVED
OCT 26 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
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Other

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting November 18, 1971:

1 Olds Ferry-North Fork Jacobsen Gulch Section
Old Oregon Trail Highway, Malheur County

2 N. E. Marine Drive-N. E. Holman Street Section
East Portland Freeway Highway, Multnomah County

3 Sawyer Rapids and Elkton Slide Sections
Umpqua Highway, Douglas County

cc's sent 12/2/71
F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. L. Schroeder (2)
C. T. Keasey (2)
H. S. Coulter (2)

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer

Attach

S.N.R. 10-21-70
Dear Frank
#2 & #3 indicate no stream conflicts
#1 See attached SNR to Land Board re: project.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 19, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting November 18, 1971:

Olds Ferry-North Fork Jacobsen Gulch Section
Old Oregon Trail Highway, Malheur County

N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway Highway, Multnomah County

Sawyer Rapids and Elkton Slide Sections
Umpqua Highway, Douglas County

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Design Engineer

cc: F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. C. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. L. Schroeder (2)
C. T. Keasey (2)
H. S. Coulter (2)

RECEIVED
SEP 3 - 1971
FOR FILING

ER-229(1)
7689

September 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

PS & E documents for the Sawyer Rapids and Elkton Slide Section, Project No. ER-229(1), have been subeitted to your department, and accordingly, we are requesting your authorization to advertise for bids.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-3-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Attachment

RECEIVED
SEP 3 1971
HIGHWAY ENGR.
FR. 220
1681

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Wanaloosa Safety Rest Area, Columbia River Highway.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Malin Junction Section, Klamath Falls-Lakeview Highway.

   Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

   This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

   This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

   Cancelled.

7. Mile Point 39.2 Slide Section, Sunset Highway.

   No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 619.

9. Sawyers Rapids and Elkton Slide Sections, Umpqua Highway.

   Same as No. 7.

10. Beaver Hill Fill Slide Section, Oregon Coast Highway.

    Same as No. 7.

11. Pleper Canyon Road-Bunker Hill Road Section, Heppner Highway.

    No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

12. Emigrant-Fraser (Pendleton) Couplet Section, Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

SEP 7 - 1971
FORM E-30 (12-67)
FOR FILE
ER-227(1)
1627

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1971

To: MEMO TO FILE

SUBJECT: Footpaths and Bicycle Trails
Sawyers Rapids & Elkton Slide Sec.
Umpqua Highway
Douglas County

The subject contract consists of two sections:

1. Sawyers Rapids Slide

This project is confined to riprap protection. No road construction is included.

2. Elkton Slide

The length of this project is 2200'. It consists of moving the highway into a hill and construction of a passing lane. Since no existing footpaths or trails connect to this project and due to lack of population, bicycle trails are not being considered pursuant to Section 2(2)c of Chapter 376 of Oregon Laws of 1971 which states "where sparsity of population, other available ways or other factors indicate an absence of any need for such paths or trails".

R. D. Asburry
R. D. Asburry
Asst. Program & Planning Engineer

RDA:jb

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall

8-3-71

RECEIVED
AUG 10 1971
FOR FILING

FORM P.R.-1240
(REV. 3-67)

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

ER-229(1)

FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	STATE PROJECT NO. SAWYER RAPIDS SLIDE
	ITEM NO. ER-8	COUNTY NAME DOUGLAS
		PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

ER-F-229(1)
7 of 7

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 3, 1971	PRIMARY ROUTE #20
		STATE ROUTE NUMBER: UMPQUA HIGHWAY ROUTE 45

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THE RIGHT OF WAY OUTLINED IN RED ON RIGHT OF WAY MAP 18-22-23 AS REQUESTED IN MR. YOUNG'S JULY 30, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) RELOCATION PAYMENTS.
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PATICIPATION WITH ER FUNDS IS LIMITED TO ONLY THAT AREA NEEDED FOR SLIDE CORRECTION.

Young
8-10-71

RIGHT OF WAY AGENT

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-3-71	for R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

4 a

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 2, 1971

Oregon State Highway Commission

4 a

Gentlemen:

Presented for your consideration are four emergency relief projects that were caused by the flood and storm damage during January 1971. These projects are eligible for 100% Federal-Aid reimbursement under the Emergency Relief Program.

Beaver Hill Fill Slide Sec., Ore. Coast Hwy., Coos Co.: Grade, Pave	$ 30,000
Mile Post 39.2 Slide Sec., Sunset Hwy., Wash. Co.: Grade, Pave	$160,000
Sawyers Rapids and Elkton Slide Sec'n., Umpqua Hwy., Douglas Co.: Grade, Pave	$250,000
Harder (M.P. 7.5) and Tompson Falls (M.P. 12.4) Slide Sec., FAS 608, Lewis & Clark Rd., Clatsop Co.: Slide Correction	$ 25,000

Copy

These projects are in an advance stage of design and I recommend they be let at the August bid opening. Chairman Jackson approved this matter on August 2, 1971 and it will be on the agenda for confirmation at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
L. H. Young
V. E. Skoog
R. N. Bothman
F. D. Morgan
Carroll Keasey
J. B. Boyd
L. W. Rulien

Form E-123

RECEIVED
JUL 30 1971
FOR FILING

ER-229(1)
Y-17

July 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. ER-229(1)
Sawyers Rapids and Elkton Slide
Sections

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the right of way required for the necessary corrective work on the Elkton Slide as programmed on the subject project. Approval is also requested for the acquisition of the additional right of way to be acquired for the future passing bays on File 46511 which will eliminate the necessity of dealing with the same property owner twice. A public hearing regarding the future construction of the passing bays for the Walla Creek-Jack Creek Section was held on July 20, 1971, and no adverse comments were received.

The enclosed copy of Mr. Oakes' memo of July 26, 1971, indicates that the right of way required for the passing bays from File 46511 will be segregated and coded as nonparticipating.

The property to be acquired is as outlined in red on the enclosed copy of right-of-way map 18-22-23, and no displacement of individuals or families is required by the acquisition of this right of way.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Original Signed

cc: J. R. Oakes
R. N. Chase
M. Mitchell

CL:ia

ER-221
1667

April 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two projects, Items 7 and 8, which we desire to include in the federal-aid Emergency Relief Program occasioned by the January 14, 1971 flood.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

DR:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-12-71

FEDERAL-AID PROGRAM

(PPM 21-1)

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)	YEAR (70)–(71)–(72)	REGION
	1	SR 38 5.8 mi. W. of Elkton E. 2.5 mi.			2,450	4,650	91	08

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PREFIX 14
	P.E., Temp. & Perm. Flood Damage Repairs						71-1		

CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief	COUNTY NAME: Douglas	
	NAME OF URBAN AREA (17-31)	ROUTE NO. P	FEDERAL-AID 20

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY PHASE: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)	STATE
1											
5					PE Stage 2		SR 38 5.8 mi. W. of Elkton, E. 2.5 mi.	*.33	12,000	12,000	
5					ROW Stage 2			.33	3,000	3,000	
5					CONST (CODE) Stage 2 (Temp) Stage 1 (Perm)		["Sawyers Rapids Slide (M.P. 30.05) & Elkton Slide (M.P. 32.3) Section"]	*.33 *.33	16,500 250,000	16,500 (250,000)	
							PROJECT TOTALS	*.33	281,500	31,500	

CARD 1	CODE 1	PREPARED BY		
1	14	PROGRAM APPROVAL DATES	(16)–(23)	(24)–(33) REMARKS

Damage
January 14, 1971, and

* Work to be done on two sections
construction 0.33.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
2,450	4,650	91	08	Oregon	35	098	8
	(66)	(70)(71) (72)			(2) (3)	(4) (9)	(14) (18)

ASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(70)	(71)	71-1 (72) (73)	(74) (75)	ER- 14 23 7	229(1)	13	(24) (26)	27

COUNTY NAME: Douglas — CODE: 019 (14) (16)

PROGRAM STAGE: [X] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 20 (32) — STATE: 45 (36)(37) — U.S. (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(66)	(67) (76)			
12,000	12,000			P.E. all phases. Temp. & perm. flood damage repairs. (Gr., dr., H.T. pave & riprap).
3,000	3,000			(Work by State forces & contract method - negotiated or regular.)
16,500	16,500			ROW - 80' min.; access control - none; parking restrictions - none.
250,000	(250,000)			
281,500	31,500			
(23)	(24) (93)			

REMARKS

Damage to highway caused by heavy rainfall, beginning January 14, 1971, and resulting high water.

* Work to be done on two sections separated by 2.2 miles, total length of construction 0.33.

-over-

USCOMM DUSCOMM-DC 48905-P61

SAWYERS RAPIDS (M.P. 30.05)-ELKTON SLIDE (M.P. 32.3) SECTION
Project No. ER-229(1)

Existing Facilities:

M.P. 30.0: 21' Bit. Surf. with 2' shldrs.
M.P. 32.3: 24' Bit. Surf. with 4' shldrs.

Project Data:

SAWYER RAPIDS SLIDE (M.P. 30.03-M.P. 30.06)

On January 19, 1971, high water in the Umpqua River saturated a section of the fill causing approximately 130 feet of roadway, consisting of the shoulder and one to four feet of the eastbound lane, to slide into the river, creating a one-way traffic situation at this location.

The proposed project at this location consists of the following work:

Temporary Repairs: State forces to place rock toe embankment, embankment (in place) and 3/4"-0 surfacing to keep from loosing the rest of the roadway. Approximate major quantities or cost items generating the estimated total cost of the temporary repairs are as follows:

Type Code 0002	
Labor	$ 3,800
Equipment	7,400
Material	3,800
	$15,000

Permanent Repairs: Place additional riprap, shoulder material and AC pavement. Approximate major quantities or cost items generating the estimated total cost of the permanent repairs are as follows:

Type Code 6201	
Clearing	$ 500
Riprap	8,750
Shoulder Material	500
AC Pavement	800
	$10,550
Engr. & Cont.	1,450
	$12,000

ELKTON SLIDE (M.P. 32.2-M.P. 32.5)

On January 19, 1971, high water in the
ated a section of the fill causing app
of roadway, consisting of the eastboun
mately 4 feet of the westbound lane, t

The proposed project at this location

Temporary Repairs: State forces to pl
on the roadbed to bring it up to grade
Approximate major quantities or cost i
total cost of the temporary repairs ar

Type Code 0002
Labor
Equipment
Material

Permanent Repairs: Realign this segme
the roadway into the hill. Approximat
cost items generating the estimated to
repairs are as follows:

Type Code 6201	
Clearing	$
Excavation	10
Riprap	1
Haul	4
Culverts	
Base Surfacing	2
AC Pavement	2
Seeding & Mulching	
	$21
Engr. & Cont.	2
	$23
Right of Way	
	$24

Public Hearing: Not required under pa
Clearinghouse Review: Not required un
working agreement dated February 9, 19

ELKTON SLIDE (M.P. 32.2-M.P. 32.5)
On January 19, 1971, high water in the Umpqua River saturated a section of the fill causing approximately 1580 feet of roadway, consisting of the eastbound lane and approximately 4 feet of the westbound lane, to subside roughly 2 feet.

The proposed project at this location consists of the following work:

Temporary Repairs: State forces to place 3/4" - 0 surfacing material on the roadbed to bring it up to grade to restore two-way traffic. Approximate major quantities or cost items generating the estimated total cost of the temporary repairs are as follows:

Type Code 0002	
Labor	$ 600
Equipment	200
Material	700
	$1,500

Permanent Repairs: Realign this segment of highway by moving the roadway into the hill. Approximate major quantities or cost items generating the estimated total cost of the permanent repairs are as follows:

Type Code 6201	
Clearing	$ 6,000
Excavation	100,000
Riprap	18,000
Haul	40,000
Culverts	2,000
Base Surfacing	24,000
AC Pavement	21,600
Seeding & Mulching	1,400
	$213,000
Engr. & Cont.	25,000
	$238,000
Right of Way	3,000
	$241,000

Public Hearing: Not required under paragraph 3c of PPM 20-8.
Clearinghouse Review: Not required under State Clearinghouse working agreement dated February 9, 1971.

110-8310 Lavadoure Creek Rock Production '72
Sec., on Tiller-Trail Hwy., E. of
#7690 Canyonville

RECEIVED

FOR FILING

7670

July 3, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On June 29, 1972, we wrote to you concerning release of final payment on Contract No. 7690 awarded to Bob Angell, Inc., for rock production on the Lavadoure Creek Section of the Tiller-Trail Highway in Douglas County.

Final payment on this contract is $24,353.81 and the total contract amount is $24,353.81. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

dr

cc Bob Angell, Inc.
P. O. Box 4288
Eastside, Oregon 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 27, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
ORIGINAL SIGNED TOM EDWARDS
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7690 Work Completed June 2, 1972

Project Lavadoure Creek

Highway Tiller-Trail County Douglas

Type of Work Rock Production

Contractor Bob Angell, Inc.

Recommended acceptance date June 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

6-29 survey letter

NOTED
FLOYD QUERY

7690

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lavadoure Creek Rock Production		WEEK ENDING: June 9, 1972
		SECTION PREFIX: 110-8310
HIGHWAY: Tiller- Trail		COUNTY: Douglas
NAME OF JOB: Lavadoure Cr. Rock Production	KIND OF WORK: Stockpiled Aggregate	
CONTRACTOR: Bob Angell, Inc.	CONTRACT NUMBER: 7690	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: Feb,8, 1972	DATE WORK STARTED: May 12, 1972	ESTIMATED COMPLETION DATE: June 2, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 182	WORK DAYS USED / CALENDAR DAYS USED: 122
PROJECT AUTHORIZATION: $ 27,022.00	SPECIFIED COMPLETION DATE: Aug, 8, 1972	PERCENT OF TIME ELAPSED: 67
EXCLUSIVE OF ENGINEERING: $ 24,662.00	ENGINEERING AUTHORIZATION: $ 2,360.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 24,353.81	ENGINEERING COST TO DATE: $ 2,078.80	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 88 %	DATE PROJECT WAS COMPLETED: June 2, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					8,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE					8,000 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8,255 CY		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY					1		
HOURS PER SHIFT					8		

EQUIPMENT USED DURING THE WEEK:

2- Trucks; 1- D8 Cat.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Fair	1		
MONDAY 5	Fair	1		
TUESDAY 6	Fair	1		
WEDNESDAY 7	Fair	1		
THURSDAY 8	Fair	1		
FRIDAY 9	~~Fair~~ Rain	1		
SATURDAY 3	Fair	1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	4	No work.
MONDAY	5	Contractor dismantling and Moving out Crusher. Reshaping Bar and Crusher Site.
TUESDAY	6	Contractor dismantling and moving out crusher. Reshaping Bar and Crusher Site.
WEDNESDAY	7	Contractor dismantling and moving out crusher.
THURSDAY	8	Completed moving out of equipment.
FRIDAY		
SATURDAY	3	No work.

REMARKS

This is the Final Weekly.
Semi Final is complete.

Original: Construction
cc : Construction
cc : Region Office
cc : Files.

SIGNED A J Rodby Resident LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAR-1972
FOR FILING

7690

March 2, 1972

Bob Angell, Inc.
P. O. Box 4288
Eastside, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7690 for rock production on the Lavadoure Creek Section of the Tiller-Trail Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **United Pacific Insurance Company**
Suite 600, 700 N.E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Frank Morgan
L. H. Young
Attn: Vince Gallagher
Walt Hart
J. H. Versteeg
A. W. Bates

RECEIVED
FEB 14 1972
FOR FILING

110-8310
7690

February 11, 1972

Roseburg Sand & Gravel Company
P. O. Box 1207
Roseburg, Oregon 97470

Gentlemen:

We are returning your Cashier's Check No. 66408 in the amount of $4,720 which you submitted as a bid guarantee with your proposal for the Lavadoure Creek Rock Production Project on which bids were received February 3, 1972. (3rd low bidder)

This project was awarded to Bob Angell, Inc., on February 8, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

bc V. E. Skoog
Attn: John Herr

CWH:dr

Sent by Certified Mail

RECEIVED
FEB 10 1972

FOR FILE
110-3210
16 96

February 9, 1972

Bob Angell, Inc.
P. O. Box 4282
Eastside, Oregon 97420

Gentlemen:

The State Highway Commission on February 8, 1972, awarded to you State Highway Contract No. 7690 in the amount of $23,600 for the Lavadoure Creek Rock Production Project on the Tiller-Trail Highway in Douglas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
cc Frank Morgan
Walt Hart
Don Trout
J. H. Verstoeg
L. W. Bates

RECEIVED
FOR FILING

COST ANALYSIS
PROJECTS BID FEBRUARY 3, 1972

JOB. No.	Project	Percent of Engr. Est.	Remarks
3	Sawyer Rapids & Elkton Slide	Over 23%	This project was bid by Eldridge November 11, 1971 at $272,257.50, at 25% over the estimate. On todays bid for clearing and grubbing was $9,500 over the estimate and it must include some mobilization costs. Temporary Protection and Direction of Traffic was bid $7,600 over the estimate. Item 7, cement treated base, bid at $11.00/ton and was $4.55/ton over the estimate. This is a $20,020 amount for 4,400 tons. Nearly all other items were in line with the estimate. After the last bid we wanted to raise some prices, but according to the specification sec. the total amount of the job had been set. The six bidders on the project this time was enough for good competition. There were only three the last time. Putting the job up for bid again will not give you a better price. Consideration could be given to modifying the base design after the job was under construction negotiating a possible saving then.
4	Lavadoure Creek Rock Production	Under 55%	The materials source is gravels that will require scalping to produce the rock. The estimate was $6.50/C.Y. on the 1/2"-0 rock. The bid was $2.95. Other bids were $5.45 and $5.90. The contractor would hardly break even at his price.
9	La Grande Office Building	Over 28%	There were six bidders. The bid range was narrow, $181,500 low to $195,675 high. Walt Hart feels we would do no better on this design by rebidding the job.

110-5210
7670

NOTED
F. B. KLABOE

2-3-72
ELJ:fr
cc: A. E. Johnson
F. B. Klaboe
L. H. Young
F. D. Morgan
John A. Bond
Cost Analysis Unit

110-8310

7690

Salem, Oregon
June 7, 1971

Rock Production Projects

L. H. Young
Program and Planning Engineer

BUILDING

Four rock production jobs on the last letting were not awarded either because bids were too high or no bids were received. Please reprogram these four projects for the letting and completion dates indicated below:

No. 1 - June 24, 1971 Letting - November 1, 1971 Completion Date

Richland Section, Baker-Copperfield Highway, Baker County
8,000 c.y. 3/8"-0 sanding material

No. 2 - June 24, 1971 Letting - November 1, 1971 Completion Date

Elgin Section, Weston-Elgin and Wallowa Lake Highways, Union County
10,000 c.y. 1/4" to 10 sanding rock

No. 3 - October 1971 Letting - July 1, 1972 Completion Date

Lavadoure Creek Section, Tiller-Trail Highway, Douglas County
8,000 c.y. 1/2"-0 paving aggregate

No. 4 - October 1971 Letting - July 1, 1972 Completion Date

Quartz Mtn. Section, Klamath Falls-Lakeview Highway, Lake County
10,000 c.y. 1/2"-0 paving aggregate

E. S. Hunter
Assistant State Highway Engineer

ESH:ms
cc R. N. Bothman
C. T. Keasey
H. S. Coulter

18-8342 Bly Rock Production Proj.,
Klamath Falls-Lakeview Hwy.
#7691

1972

SEP 5 1972
FOR
7691

September 1, 1972

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen

On August 21, 1972, we wrote to you concerning release of final payment on Contract No. 7691 awarded to Asphalt Paving Company for rock production on the Sly Section of the Klamath Falls-Lakeview Highway in Klamath County.

Final payment on this contract is $2,756.78 and the total contract amount is $55,335.55. No work was performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

Mr

cc Seaboard Surety Company
90 William Street
New York, New York

Asphalt Paving Company
330 Spring Street
Klamath Falls, Oregon 97601

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn John Herr
J. F. Putnam

RECEIVED
AUG 21 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 18, 1972

7691

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7691 , **Work Completed** July 21, 1972

Project Bly

Highway Klamath Falls-Lakeview , **County** Klamath

Type of Work Rock Production

Contractor Asphalt Paving Co.

Recommended Acceptance Date August 17, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7691

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bly		WEEK ENDING: July 29,1972
		SECTION PREFIX: 18-8342
HIGHWAY: Klamath Falls-Lakeview		COUNTY: Klamath
NAME OF JOB: Bly	KIND OF WORK: Rock Production	
CONTRACTOR: Asphalt Paving Co.	CONTRACT NUMBER: 7691	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 8, 1972	DATE WORK STARTED: April 25, 1972	ESTIMATED COMPLETION DATE: July 21, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN. SUPERVISION.	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: July 15, 1972	PERCENT OF TIME ELAPSED: 104
PROJECT AUTHORIZATION: $ 58,624.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 53,504.00	ENGINEERING AUTHORIZATION: $ 5,120.00 This week 120.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,785.55	ENGINEERING COST TO DATE: $ 1,450.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94 Inc. Eng.
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION: 28 %	DATE PROJECT WAS COMPLETED: July 21, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			10,866 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,866 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Warm			
MONDAY	Part Cloudy A.M.-Clearing & Mild P.M.			
TUESDAY	Clear & Warm			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY	" "			

RECEIVED JUL 31 1972 CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel completed the semi-final and mailed to the Region Office 7-27-72

by Bob Aldrich

SIGNED E. J. Dunn LOCATION Klamath Falls

cc: Const (2)
Region (1)
File (1)

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAR 16 1972
FOR FILING

7691

March 16, 1972

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7691 for the Bly Rock Production Project of the Klamath Falls-Lakeview Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Seaboard Surety Company
315 Montgomery Street
San Francisco, California

Seaboard Surety Company
100 William Street
New York, New York 10038

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
D. D. Beecroft

EHS-I-5-5(54) Market Street Interch. 1972
258 Sec., Pacific Hwy. in Salem
#7692 (Traf. signals & illum.)

7692 STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (Coulter)
Region

FINAL ACCEPTANCE REPORT

Wash DC Area Engr Riedl

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Marion	Oregon
DATE OF REPORT 3/27/74	**REPORT MADE BY** W. H. Kappus, Ass't Area Engineer		**PROJECT NO.** EHS I-5-5(54)258
COMPLETION DATE 11/29/72	**ACCEPTANCE DATE BY CONTRACT AGENCY** 1/26/73	**TIME ELAPSED** 117 %	**CONTRACT TIME** 240 days
APPROVED EXTENSIONS 0	**LOCATION** The Market Street Interchange, Salem, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
APR 02 1974
REGIONAL OFFICE

MARKET STREET INTERCHANGE
Traffic Signals and Illumination

This project provided for the installation of traffic signals and roadway illumination at the Market Steeet Interchange, Salem, Oregon, on the Pacific Highway.

Contract Time

This project was completed November 29, 1972. The time allowed by the contract was 240 days. The contractor used 281 days to complete the projedt. 41 days of liquidated damages at $50/day for a total of $2,050 have been charged.

Overruns and Underruns

The total project cost underrram by approximately 9.6%. This was due to underruns in contingency items and engineering costs.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by William H. Kappus Assistant Area Engineer		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
TITLE V. Riedl Area Engineer	DATE 4/1/74	TITLE K. Hossner District Engineer	DATE APR 02 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E Previous editions Of PR-33E Will Not Be Used.

7692

January 28, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-5-5(54)258

SUBJECT Request Federal-aid Project Acceptance

Contract 7692, Work Completed November 29, 1972

Project Market Street Interchange

Highway Pacific

County Marion

Acceptance: Transportation Commission January 26, 1973

Federal Highway Administration December 4, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

BMW:lsk

cc: Vern Skoog

7612

5

Salem

December 10, 1973

C. O. Fredrickson
Regional Engineer

L. H. Young
Office Engineer

Completion Dates of
Participating State Force Work

Federal regulations require that all participating work done under State Force Order, either by our State personnel or others, be completed prior to Federal Highway acceptance of any Federal-aid project.

Please indicate the current status of the listed Change Orders and return one copy to this office.

Contract Number	Contract Work Completed	State Force Order Number	Completion Date Actual	Completion Date Estimated
7262	10-1-70	8	_____	_____
		*11	_____	_____
7346	3-17-72	12	_____	_____
7353	11-13-71	8	_____	_____
7481	10-25-72	1	_____	_____
7550	11-21-72	5	_____	_____
		6	_____	_____
		9	_____	_____
		10	_____	_____
7692	11-20-72	1	_____	_____
		2		

We also need a Statement of Overruns and Underruns on Contract 7550.

*Change Orders involving railroad work require only the completion date of the physical work.

BIM:pr

769a

February 26, 1973

Mr. B. T. VanWormer
Director of Public Works
City Hall/555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. VanWormer:

Proposed Traffic Signal
Market Street & Hawthorne Avenue
Salem

In response to your letter of February 6, attached are three copies of an agreement covering the installation of traffic signals at the subject intersection. The cost is to be shared equally between the City and the State. The City is being asked to care for future maintenance and power consumption.

Please arrange for the execution of these agreements by the proper City Officials and return them to this office. We will then arrange for execution by the State Highway Commission, after which plans and specifications will be prepared and the project let to contract.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

VPJ:njc jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson - Agreement att.

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Public Works

February 6, 1973

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO

F. B. Klaboe
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signal, Market Street and Hawthorne Avenue

Dear Mr. Klaboe:

On July 26, 1971 you submitted a letter to this office requesting that the City participate with the State Highway in the installation of a traffic signal at the intersection of Market Street and the northbound off-ramp from I-5. The City entered into an agreement with the State and the signal was installed.

In your letter you remarked that "It is realized that the intersection of Hawthorne Avenue with Market Street is also in need of signalization. At such time as the City is in the position to proceed with the work at this location the Highway Division is agreeable to initiating a cooperative project." This intersection is number 1 on the Area-Wide TOPICS Study for signalization. We have included in our Revenue Sharing Budget the City's 50% share for a cooperative project with the Highway Division.

We respecfully request that the State Highway Division give consideration to initiating a cooperative project for signalizing this intersection at this time. If the State is agreeable, would you please have the necessary agreements prepared and forwarded to the City for execution.

Yours truly,

B. T. Van Wormer

B. T. Van Wormer
Director of Public Works

WES:skl

cc: R. S. Moore, City Manager
Richard Armstrong, Finance Director

RECEIVED
FEB 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1973
TRAFFIC ENGINEERING

RECEIVED
FEB 7 1973
Office of
Assistant State Highway Engineer

73-2

FHWA-1A

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 22, 1973

In reply refer to: 10-35-DB

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

NOTED
H. S. COULTER

SUBJECT: Oregon Project EHS-I-5-5(54)258
Market Street Interchange
Request for Time Extension

By February 16 letter Mr. Johnson requested concurrence in a 15 day time extension on subject project to cover two holiday periods when increased traffic might have conflicted with contract work.

I agree with your policy of issuing a stop work order during a holiday period when the contractor's work in fact conflicts with the increased traffic. However, in this case it is evident that a conflict did not exist and consequently a stop work order was not issued.

Since the holiday traffic did not delay the contractor's work nor influence the final completion date, this being dictated by material delivery, I cannot concur in your request for a 15 day time extension.

I would suggest that if you plan to issue stop work orders on a routine basis for all contracts during holiday periods that such a provision be incorporated in your contract documents.

NOTED
A. E. JOHNSON

RECEIVED
MAR 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 23 '73
REFER TO
FOR
Info | Prep | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7692

February 16, 1973

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Cusack:

Request for Extension of Time
Market Street Interchange
Contract 7692
FAP No. EHS-I-5-5(54)258

The subject project was awarded February 8, 1972 and allotted 240 calendar days to complete the work. This forecast a completion date of October 19, 1972.

The contractor has requested an extension of time without assessment of liquidated damages due to late delivery of a pole.

The poles were originally delivered September 27, 1972, but one pole was sent back to the manufacturer for correction as it was fabricated three feet too short. Redelivery was made on November 22, 1972 and the project completed November 29, an overrun of 41 days.

The failure of the contractor's supplier to make delivery of the correct material within a reasonable time is not a basis for an extension of time. Calendar days charged during periods when work could not be performed is, however, a basis for an extension.

The contractor started work September 5, the day following the end of the State Fair, and moved in for the second time on November 27, the day following the Thanksgiving holiday. It is the policy of the State to issue stop work orders when construction would interfere with holiday traffic; however, since the contractor was not working prior to the periods cited, no stop work order was written for these holidays. Since it is evident that the contractor did delay

his operations to avoid the holiday traffic, he should be allowed 10 days additional time for the period when the State Fair caused heavy traffic on Market Street and five days for the Thanksgiving holidays.

We request your approval of a 15-day extension of time, which will leave 26 days' liquidated damages in effect.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

WBR:dh ja

624-1083

FORM E-30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 16, 1973

Salem, Oregon

To: Walt Hart
BRIDGE ENGINEER

SUBJECT: Time Extension Request
Market Street Interchange
Traffic Signal Installation
Contract #7692

Attached is a formal request from Electric Corporation for a 41 calendar day time extension. Their representative, Byron Simonson, indicates this would cover the October 20th to November 30th - 1972. Actually the project was completed November 29, 1972 on the 281st calendar day. This was a 41 calendar day overrun of the allowable 240 calendar days.

Resident Engineer, Don Beecroft, by the attached December 22nd letter recommends the entire 41 day period be allowed. Basis for his recommendation is one pole being fabricated 3' short. This was sent back to the fabricator for correction. The original delivery was September 27, 1972. Re-delivery was November 22, 1972.

My attached January 2nd letter and Mr. Beecroft's reply document this fabrication problem as not being the fault of the State. It is, therefore, not a basis for a time extension. There were four periods when the project should have been shut down due to expected heavy holiday traffic. These were:

HOLIDAY	TIME PERIOD	CALENDAR DAYS	
Memorial Day	May 26-29	4	3 Contract Work Not Yet Started
4th of July	June 30-July 4	5	
State Fair	August 26-Sept. 4	10	
Thanksgiving	November 22-26	5	
	TOTAL	24	

It is, therefore, recommended a 24 calendar time extension be granted.

41 days over
15 " extension
26 days liquidated damages

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sz

26 days @ $50.00 = $1,300

GPO 934478-734

6021-10X-3

REGION 2 ENGINEER
RECEIVED
JAN 12 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1973

SUBJECT: Market St. Interchange
Signal Installation
Contract 7692

To: J. B. Boyd
Regional Engineer
Salem

ATTENTION: G. W. Wimer

This is in answer to your request for more information relative to the extention of time request for the subject project:

1) It was not our fault that the pole was fabricated 3 feet short. The shop drawings were approved as submitted. — were the shop drawings

2) The time allowed under the contract was 240 calendar days and 281 calendar days were used.

3) No stop work orders were issued for holidays. Time was charged without interuption from the beginning of the day count to the completion date.

D. E. Beecroft
D. E. Beecroft
Resident Bridge Engr.

cc: file

GPO 934673-784

624-1083

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 2, 1973
Salem, Oregon

To: Don Beecroft
RESIDENT ENGINEER

SUBJECT: Time Extension Request
Market Street Signal Project

Your December 22nd letter and all copies of the contractor's formal request on the subject matter are returned herewith. Please provide the following information:

(1) Was it our fault the pole was fabricated 3' short?

(2) How many calendar days were used on the project?

(3) Were stop work orders issued for all of the allowable holidays? It would be well to list the actual dates not charged.

(4) Complete all of the reverse side of the formal request except the recommendation portion.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

FORM S-30 (REV. 10-48)

REGION 2 ENGINEER
RECEIVED
DEC 22 1972
RE RCE RME RTE MOE
ULE GEO TA FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1972

SUBJECT: Market Street Interchange

To: J. B. Boyd
Regional Engr.
Salem

Enclosed for your consideration are five copies of Contractor's Request for Extension of Time. The poles for this project were originally delivered on September 27, 1972. However, one pole was fabricated 3 feet short and was sent back to the fabricator for correction. It was not returned to the job until November 22,1972, as the contractor states. The contractor completed the installation promptly after that and the project was accepted as of November 29.

I recommend the time extension be allowed on the basis that the pole manufacturer's actions are beyond the control of the contractor.

D. E. Beecroft
D. E. Beecroft
Resident Bridge Engr.

cc: file

BP°83479-734

7692

January 31, 1973

St. Paul Fire & Marine Ins. Company
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On January 29, 1973, we wrote to you concerning release of final payment on Contract No. 7692 awarded to Electric Corporation for work on the Market Street Interchange Section of the Pacific Highway in Marion County.

Final payment on this contract is $1,157 and the total contract amount is $23,140. No work was performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Electric Corporation
P. O. Box 266
Salem, Oregon 97308

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. B. Boyd

5

7692

January 26, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7692 Work Completed November 29, 1972

Project Market Street Interchange

Highway Pacific County Marion

Type of Work Traffic Signals and Illumination

Contractor Electric Corp.

Recommended Acceptance Date January 26, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

STATE COPY

RECEIVED
STATE HWY ENGR
DEC 19 '72
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7692

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 12, 1972

TO G. L. Green, Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-I-S-5(54)258

FROM ~~L. H. Young~~
ORIGINAL SIGNED BY
R. D. ASCURRY
for L. H. Young
Programing Engineer

cy - 6 pm 21
Sent 12-21-72

SUBJECT Request Contract Acceptance

Contract 7692 Work Completed November 29, 1972

Project Market Street Interchange

Highway Pacific

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 4, 1972

Conditions not acceptable: Final inspection made and project considered as acceptable.

G. K. Hansen
for G. L. Green
Division Engineer

cc: Tom Edwards ✓
L. H. Young

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MARKET ST. INTERCHANGE	WEEK ENDING: Dec. 9, 1972	
	SECTION PREFIX: 62L-1083	
HIGHWAY: PACIFIC	COUNTY: MARION	
NAME OF JOB: MARKET ST. INTERCHANGE	KIND OF WORK: TRAFFIC SIGNALS & ILLUMINATION	
CONTRACTOR: ELECTRIC CORP.	CONTRACT NUMBER: 7692	FEDERAL AID PROJECT NUMBER: EHS-I-5-5(54)258
DATE OF CONTRACT: FEB. 8, 1972	DATE WORK STARTED: Sept. 5, 1972	ESTIMATED COMPLETION DATE: Nov. 29, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 281
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 117
PROJECT AUTHORIZATION: $ 29,850.15		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 27,243.15	ENGINEERING AUTHORIZATION $ 2607.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 27,243.15	ENGINEERING COST TO DATE $ 2600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: Nov. 29, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Dec. 3	Cloudy			
MONDAY 4	Clear			
TUESDAY 5	Snow			
WEDNESDAY 6	Snow			
THURSDAY 7	Clear			
FRIDAY 8	Clear			
SATURDAY 9				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY Dec. 3	No activity.
MONDAY 4	Final inspection made by P. Riedl, FWHA, J. B. Boyd and D. E. Beecroft, OSHD. Project accepted and considered complete Nov. 29, 1972.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED D. E. Beecroft LOCATION Salem

D. E. Beecroft

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

STATE COPY

OSHD (Johnson)
Region
Wash DC 7692

12-4-72

NOTED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Marion	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-4-72	P. V. Riedl, Area Engineer	EHS I-5-5(54)258

IN COMPANY WITH
See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	117 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

C4 - Const. Proj. Insp. 1-24-73

MARKET STREET INTERCHANGE
Traffic Signals and Illumination

This is a final inspection and project stage inspection on the administration and field control of the traffic signals and illumination of the project.

The project work was completed on November 29, 1972 and a final inspection was made on December 4, 1972 with the following people in attendance:

J. Bruce Boyd, Region II Engineer, OSHD
Don Beecroft, Resident Engineer, OSHD
Ed Hall, Resident Engineer, OSHD
John Hopkins, Capital Journal Newsman
Paul V. Riedl, Area Engineer, FHWA

cc :

JAN 23 1973

REGIONAL OFFICE

The project was set up for 240 calendar days. Work was completed on November 29, 1972 using 281 days to complete the project. Liquidated damages have been assessed; however, the delay was due to the supplier's late furnishing of specified poles. The contractor plans to request an extension of time for this delay. This will be reviewed upon submission.

The work set up under this contract was on a lump sum basis. The documentation of the project files was satisfactory to cover these items. Files have been developed and maintained in order to substantiate the monthly progress payments. Diaries are kept covering the contractor's daily progress. These source documents adequately cover the project work.

Certification has been received on materials incorporated into the project.

The EEO requirements have been met. Required posters were displayed.

Conclusions

The field and administration controls were found to be satisfactory and no followup review is considered necessary.

RECEIVED
STATE HWY ENGR
JAN 24 '73
REPLY TO

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 7, 1972

In reply refer to: 10-35-DB

7692 D K Hosmer

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS I-5-5(54)258
Market Street Interchange
State Force Order No. 2
Total Estimated Amount of the Order - $150.00
Federal Participation - $135.00

Reference is made to Mr. Young's letter of October 27, concerning the subject order.

The use of State Forces to furnish and install a signal monitor and auxiliary box is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. Performance of this work by the contractor would unduly delay completion of the project because of the order time involved.

2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Federal participation will be based on the actual cost. The estimated total costs of the work to be done under this order is $150.00 with Federal participation of $135.00.

Enclosure
State Force Order No. 2

11-9-72
Young

RECEIVED
STATE HWY ENGR
NOV 9 '72
REFER TO

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7692

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 27, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
A. D. ASSUNTY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-I-5-5(54)258

SUBJECT Request Change Order Approval

Contract 7692, State Force Order No. 2

Project Market Street Interchange

Highway Pacific

County Marion

This order covers the cost of furnishing and installing a signal monitor and box on this project by State Forces. The contractor had already placed his order for the controller on this project before the need for this monitor was recognized. The supplier of the controller refuses to take the original controller back thus requiring the State to purchase two controllers for the installation. The State can perform the work under this order more economically than the contractor without undue cost and will allow completion of the project without delay.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $150.00 with Federal participation in the amount of $135.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, September 18, 1972.

Your approval as of September 18, 1972 is requested.

Attach.

BW:ed

RECEIVED
FOR FILING
7673

October 24, 1972

Ms. Wilma Seastrom
2618 A Street
Forest Grove, Oregon 97116

160

Dear Ms. Seastrom:

Ramp Intersections
Market Street Interchange
I-5, Salem

I have your letter of October 14 concerning traffic hazards at ramp intersections at the Market Street Interchange in Salem.

A traffic signal contract is underway for the installation of signals at the ramp terminal intersection on the east side of the freeway. This intersection is within the interstate interchange, and the installation is being made by the State Highway Division. It will be completed in approximately one month.

The intersection on the westerly side of the freeway is beyond the interchange limits and is under the jurisdiction of the City of Salem. The City is planning to signalize this intersection as soon as funds are available.

Your interest in traffic matters is appreciated.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc Tom Edwards
F. B. Klaboe
L. E. George
J. B. Boyd

VPJ:sv: ajw

REFERRED TO
Admin.
BY SECRETARY

[redacted] A Street
[redacted] Grove, Oregon 97116
October 14, 1972

State Highway Commission
Salem, Oregon

Dear Sirs:

I would like to [redacted] Veterans Memorial Market Street and 99 E [redacted] intersection?

I have received [redacted] Union Streets but never [redacted] Street without a signal [redacted]

Yours truly,

Thelma Seaton

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
OCT 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
OCT 17 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 17
Director
STATE HIGHWAY COMMISSION

NOTED
R. L. SCHROEDER

FORM PR-33A
(REV. 3-68)

OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth ch

Region No.	Report No.	County	Division
10 1692	1	Marion	Oregon

Date of Inspection	Inspection Made By	Project No.
9-29-72	P. V. Riedl, Area Engineer	EHS-I-5-5(54)258

In Company With
Don Beecroft, OSHD Resident Engineer

COPY SENT

Location
Market Street Interchange, Salem, Oregon

OCT 17 1972

To Bridge 10-19-72

Contractor Name and Address
Electric Corporation, 1375 13th Street SE, Salem OR 97302

REGIONAL OFFICE

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
2-8-72	25,190	240 Cal Days	2-23-72	9-5-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	92 %	25%

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Signals & Illumination	Y030 Y031				

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NOTED A. E. JOHNSON		

10-19-72 Johnson

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

MARKET STREET INTERCHANGE
Traffic Signals and Illumination

The project is located at the Market Street Interchange of the Pacific Highway located in Salem, Oregon

The work includes the installation of traffic signals and roadway illumination.

1. Work Completed

The trenching, installing conduit, backfilling of trenches, pouring pole bases are substantially completed. The traffic light poles have been placed.

2. Work in Progress

The contractor is working on installing wires and getting ready to set the signal heads.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

This contract was awarded on February 8, 1972 but the contractor delayed performing any work until the poles and other equipment was delivered. The materials arrived the first part of September and work commenced on September 5, 1972.

The project was set up for signals and illumination. As the State desired to include some additional illumination outside of the Interstate limits 45% of the illumination costs are established on a non-participating basis. Also 25% of the temporary protection and direction of traffic is considered as non-participating.

The contractor's present plan is to complete the project within the allocated time therefore the progress of work is still considered as satisfactory.

The required signs have been placed on the project and the EEO requirements have been accomplished.

The placement of the signal pole and illuminare at Fisher Road and Market will conflict with the overhead power lines and the utility company has been advised to adjust these lines as soon as possible.

An agreement to include a signal monitor unit to the pretimed controller has been initiated. Due to the short period of time remaining, the State has tentatively planned to perform this work on a State Force Order basis. This is now under consideration.

RECEIVED
STATE HWY ENGR
OCT 18 '72
REFER TO
FOR
chief | asst. | dist. engr. | dist. | dist. | asst. | chief
RECEIVED
OCT 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-6		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Marion
		PROJECT NO.
		EHS-I-5-5(54)258 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Market St. Interchange (Salem)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-12-72	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,112.00	$ 23,168.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer FEB 23 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. EHS-I-5-5(54)258 Safety

MARKET STREET INTERCHANGE SECTION

PACIFIC HIGHWAY IN MARION COUNTY

Salem, Oregon, February 15, 1972

Project Agreement Estimate.

Type Code Y030		
Signals (Market Street Interchange)		
Temporary Protection and Direction of Traffic	All Required (75%)	$ 825.00
Roadway Illumination Installation, Complete	All Required (55%)	3,624.50
Type Code Y031		
Traffic Signals		
Traffic Signal Installation, Complete	All Required	17,500.00
		$21,949.50
Flagging (60% of Contractor's Cost)	All Required	$ 400.00
Permanent Striping	All Required	480.00
		$ 880.00
	Subtotal	$22,829.50
	10% Engr. & Cont.	2,282.50
	Total	$25,112.00

Length of Project - - - - - - - - - -	0.00 mile
Federal Funds - - - - - - - - - - - -	$23,168.00
State Funds - - - - - - - - - - - - -	1,944.00
Total	$25,112.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 91%; Group 9 - 9%

Contract No. 7692

Prefix 624-1083

MARKET STREET INTERCHANGE SECTION

Nonparticipating - State Work

Temporary Protection and Direction of Traffic	All Required (25%)	$ 275.00
Roadway Illumination Installation, Complete	All Required (45%)	2,965.50
		$ 3,240.50

RECEIVED
FEB 22 1972
FOR FILING

EHS-
T.5.5(-4)-258
7692

February 22, 1972

Electric Corporation
P. O. Box 266
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7692 for traffic signals and illumination on Market Street Interchange Section of the Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
D. D. Beecroft

RECEIVED
FEB 14 1972
FOR FILING

EH-
I-5-5(54)258
7692

February 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 8, 1972, is requested in the award of contract for the Market Street Interchange Section, Project No. EHS-I-5-5(54)258.

The contractor receiving the award is Electric Corporation, in the amount of $25,190.00 with Contract No. 7692 assigned. This bid was received on February 3, 1972, and awarded February 8, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway
Administration endorsement.

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:jb

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

RECEIVED
FEB 10 1972

EHL-
I-5(54)
11 12

February 9, 1972

Electric Corp.
P. O. Box 266
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on February 8 accepted your proposal for traffic signals and illumination at the Market Street Interchange on the Pacific Highway in Marion County for the sum of $25,190 and referred it to the Administrator of Highways with authority to award the contract as soon as approval is received from the Federal Highway Administration.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7692.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Walt Hart
J. B. Boyd
D. D. Beecroft
Wm. Geibel (SAIF)

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. Tom Edwards, State Highway Engineer
Salem, Oregon

DATE: January 5, 1972

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Reference to:
Maint
Traffic
Traffic
Salem

SUBJECT: Oregon Project EHS-I-5-5(54)258
Market Street Interchange
Location/Design Approval

Location/design approval as required under Paragraph 10 of PPM 20-8 is hereby given for the installation of traffic signals and illumination at the subject interchange as requested in Mr. Young's December 28 letter.

This approval is based in part on our concurrence, also hereby given, that the clearinghouse requirement, IM 50-1-70; the 3c planning requirement, PPM 50-9 and the environmental statement requirement, PPM 90-1, be waived as allowed under IM 30-5-71 for EHS projects.

NOTED
F. B. KLABOE

1-6-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-13-72
CC: S. N. Young
Vic Wolfe
Bud George
Bob Royer

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

TRANSACTION NUMBER 1-13

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-5-72

BY (Signature): MR. YOUNG'S DECEMBER 28, 1971 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: [XX] FAI [ ] FAP [ ] FAU [ ] FAS [ ] OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 673 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
673	EHS-1-5-5(34)258	0.0	33,000	30,400	MARKET STREET INTERCHANGE	INSTALL TRAFFIC SIGNALS AND ILLUMINATION.

1-7-72
REFERRED TO
[signature]
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

REMARKS (Division)

RECEIVED
JAN 7 1972
OFFICE OF
HIGHWAY ENGINEER

NOTED
DON EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-5-72	R.E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

EHS-
[illegible]
7672

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Mr. Simpson:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 27, 1972.

EHS-T-5015(3)	Washburn Way at Shasta Way
ER-220(1)	Sawyers Rapid and Elkton Slide Section
EHS-T-5003(3)	Ninth St.-Fourteenth St. (Astoria)
EHS-U-103(24)	N.W. 185th Ave. Interchange Section
I-5-5(52)274	Hubbard Int.-Woodburn Int. Section
I-5-5(53)283	Hubbard Interchange Section
EHS-I-5-5(54)258	Market St. Interchange

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

DAR:dg

RECEIVED
DEC 29 1971
FOR FILING

December 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 673, Project No. EHS-I-5-5(54)258, "Market Street Interchange", which we desire to have included in the Federal-aid Interstate program.

It is our intention to receive bids for this project on January 27, 1972.

We received approval, in FHWA memorandum of May 13, 1971, that this project is eligible for Interstate funding.

This project qualifies as an "EHS" project under category "Emergency Highway Safety Program" of IM 30-5-71, Section (a) and (b).

This project is exempt from State and District 3 (Mid Willamette Valley Council of Governments) Clearinghouses' reviews and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

We further request, under the provisions set forth in category "Emergency Highway Safety Program" of IM 30-5-71, that the environmental statement requirements of PPM 90-1 be waived for this safety improvement project. This request is based on the fact that the project will not cause an alteration of land use or any significant alteration of traffic flow patterns which would result in requiring changes in planning completed or underway. The project will result in increased safety for traffic traversing the intersection with no significant environmental impact for it will not cause detrimental or irreversible effect to the existing character of the area, displace any people or property, affect any recreation lands or increase air, noise or water pollution.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The illumination portion of the project is assumed to have received tacit design approval upon FHWA's acceptance of the standards recommended in the yellow book, "Highway Design and Operational Practise Related to Highway Design", published by AASHO in February, 1967.

We also request your approval of the following location/design for the traffic signals portion of the project.

a. The location is the existing corridor of Market Street and the north bound ("ON" and "OFF") ramp of Interstate 5.

b. The proposed design consists of installing three-phase, pre-timed traffic signals at the north bound ("ON" and "OFF") ramp intersection with Market Street and the installation of adequate overhead advance warning sign on the "OFF" ramp. The traffic signals and installation will conform with the standards set forth in the "Manual on Uniform Traffic Control Devices".

Enclosed is one copy each of the "collision diagram" and "accident tabulation" for the years 1968 and for 9 months of 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Salem County Marion
Intersection of Pacific Hwy. and Market St. Interchge.
Highway Number 1 (I-5) M.P. 45.00 to M.P. 45.49
Period Covered 1-1-68 to 9-30-70
Compiled by BC. Drawn by _____ Date 12-10-70

LEGEND

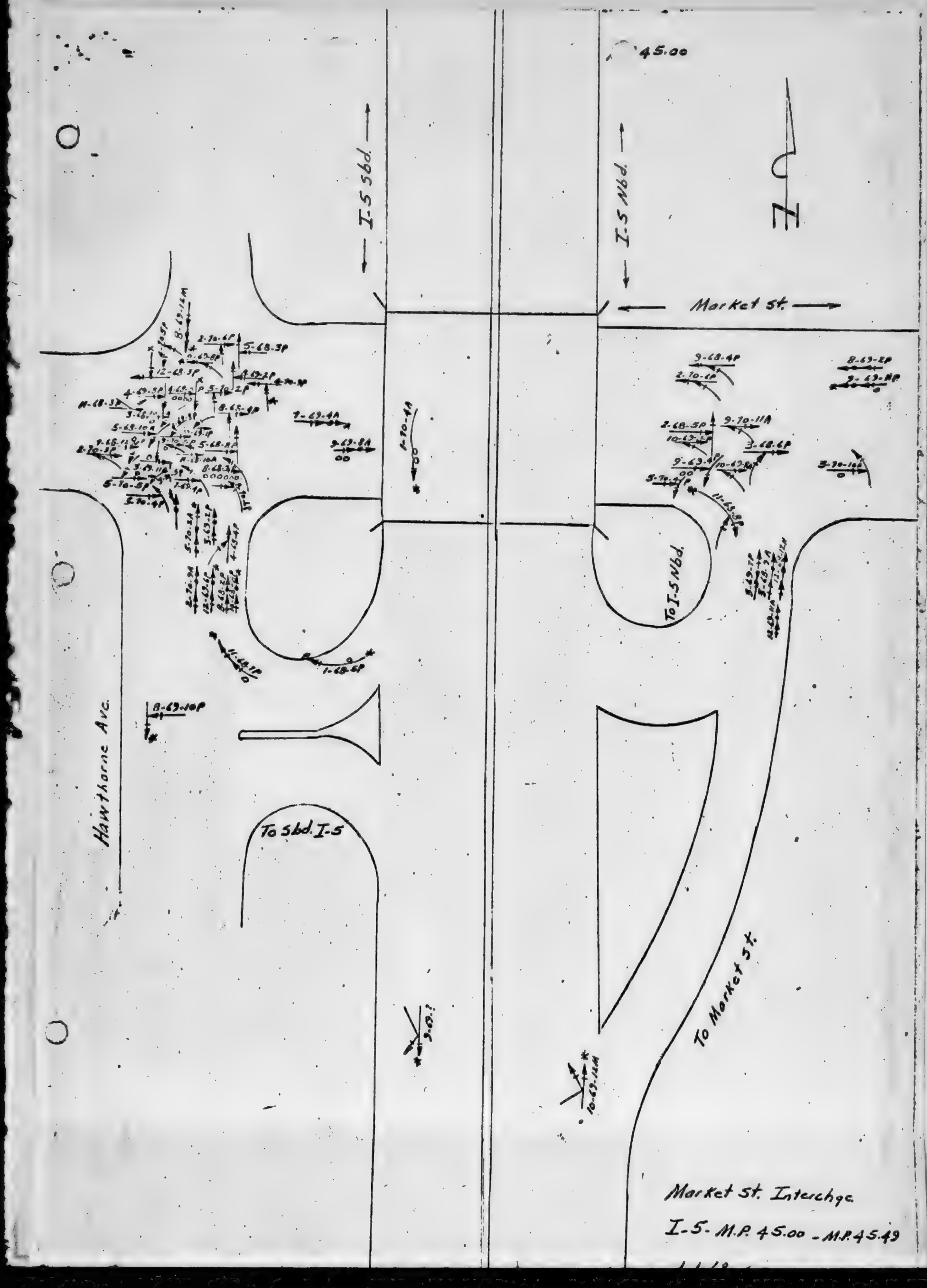
- ● Person Killed
- ←---- Pedestrian Killed
- o Person Injured
- ◁----◁ Pedestrian Injured
- ←—— Property Damage Only
- ←+-+- Collision - Rear-end
- ←+-● Collision - Head-on
- ←+-/ Collision - Sideswipe

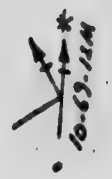
- ◁----- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- ←+—— Vehicle Moving
- ←●—— Vehicle Stopped
- ←+-+- Vehicle Backing
- ▭ Properly Parked
- ←▭—— Improperly Parked
- ←↺—— Vehicle Overturned
- ←∿—— Vehicle Skidded

*- Night time accidents
X- Disregarded control

Collision Type	1968				1969				9 Mos. 1970								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	5	7		1	3	4			4	4						3	12	15
Head-on																				
Rear-end		1	3	4		2	6	8			1	1						3	10	13
Sideswipe			1	1		1	1	2										1	2	3
Turning Movement		3	6	9		1	6	7		4	6	10						8	18	26
Parking																				
Non-collision											1	1							1	1
Fixed Object		1		1														1		1
Pedestrian																				
Backing			1	1			1	1			1	1							3	3
Misc.																				
TOTAL		7	16	23		5	17	22		4	13	17						16	46	62

Form E-261-6-70


I-5 Sbd.
I-5 Nbd.
45.00
Market St.
Hawthorne Ave.
To Sbd. I-5
To I-5 Nbd.
To Market St.
Market St. Interchge.
I-5 - M.P. 45.00 - M.P. 45.49



To Market

Market St. Interchge

I-5. M.P. 45.00 - M.P. 45.49

1-1-68 - 9-30-70

12-10-70

M.P. 45.49

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-28-71

FEDERAL-AID PROGRAM

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION
2	1 (19)(20)	I-5 Market St. Interchange (Salem) 21	ADT	21,000	38,200 (66)	91 (70)(71)(72)	08

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX
3	Traffic Signal & Illumination 28 62	(63)(65)	(66)(68)	(69)	(70)	(71)	EHS (72)(73)	(74)(75)	14

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
4	Interstate		Mario
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHA: TOTAL ESTIMATED COST	FEDERAL FUNDS	STA
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)	
5					PE		I-5 Market Street Interchange (Salem)				
5					ROW		(Market Street Interchange)				
5					CONST (CODE) Safety Y030 Y031			0.00	33,000	30,400	
							PROJECT TOTALS	0.00	33,000	30,400	

(16) (23)(24) (33)

CARD	CODE	PREPARED BY	REMAR
1	1		
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
T	21,000	38,200	91	08	Oregon	35	042	673
	(66)	(70)	(71) (72)			(32) (33)	(4) (8)	(14) (18)

CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
				PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
		EHS		EHS-I-	5-5	(54)	258	
(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Marion	047 (14) (15)	1 OR X 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	I	I-5 (32)	1 (36) (37)	I-5 (41)

ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK *(Full description)*
TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
(66)	(67) (76)			Install traffic signals and illum. at N. Bd. ("ON" & "OFF") ramp intersection with Market St. and advance warning sign on "OFF" ramp.
				ROW - 200' normal; Access control - full; Parking Restrictions-complete.
33,000	30,400	2,600		
33,000	30,400	2,600		
(23)	(24) (33)			

REMARKS

Additional Data: Item P-133, I-3, I-49, I-56, I-76 and I-83; Project FI-324(1), I-5-5(1), I-5-5(3), I-5-5(5), I-5-5(7) and I-5-5(8) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

Remarks continued -

ADT for Intersection: Vehicles entering intersection; present ADT 15,000, future (91) ADT 24,000.

Project Data: The project consists of installing three-phase, pre-timed traffic signals and required illumination at the north bound ("ON" and "OFF") ramp intersection with Market Street and install adequate overhead advance warning sign on the "OFF" ramp.

Type Code Y030; Highway lighting - - - - - - - - - - - - - - - - -	$ 6,000
Type Code Y031; Traffic signals - - - - - - - - - - - - - - - - -	27,000

This project qualifies as an "EHS" project under IM-30-5-71, "Emergency Highway Safety Program", Section (a) and (b).

The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the intersection has experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occuring at this intersection.

Public Hearing: Not required under paragraph 6c of PPM 20-8.

State and District Clearinghouse Review: Exempt from State and District 3 (Mid Willamette Valley Council of Governments) Clearinghouses review under working agreements dated April 28, 1970, and October 15, 1970, respectively.

Environmental Statement: Waiver being requested from FHWA because the proposed improvement will not have a significant impact upon the environment.

Location/Desig
program.

Control of Uti
legal authorit
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comply with pa

MARKET STREET INTERCHANGE

resent ADT 15,000,

phase, pre-timed
ound ("ON" and
adequate overhead

- - - $ 6,000
- - - 27,000

5-71, "Emergency

as "Safety Improve-
Division that
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the fact the inter-
proposed signals
mination by
e number of

20-8.

ate and District 3
uses review under
1970, respectively.

A because the
upon the environment.

Location/Design: Request being submitted concurrently with this program.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of Utilities of the right-of-way on Market Street. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

OHS-I-5-1(9)114
7692

December 27, 1971

OREGON STATESMAN, Salem 97301

OREGON JOURNAL, Salem 97301

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Salem, Marion County, Oregon, relative to State's proposed plans for traffic signal installations and illumination within the city of Salem.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, December 30, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Region Engineer in Salem, 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice

cc: City of Salem
Federal Highway Administration
Program and Planning, 2
Accounting: 5107-608-04
County and City Section
Public Affairs
J. B. Boyd, Region Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
F. L. Hall
R. N. Chase
F. B. Crandall

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division has requested the Federal Highway Administration's location-design approval for placement of traffic control signals and illumination at the northbound off-ramp terminals of the Market Street Interchange on I-5 in the city of Salem, Marion County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt

12/27/71

OREGON STATESMAN, Salem
OREGON JOURNAL, Salem

RECEIVED
OCT 15 1971
FOR FILING

EHS-
I-5 (Salem)
7692

Please Return To:
Signal
Traffic
Civil
Salem

October 14, 1971

Mr. Donald Gribskov
WILMOT, SAABYE & GRIBSKOV
A.I.A. Architects
3085 River Road North
Salem, Oregon 97303

Dear Mr. Gribskov:

Your letter of September 28 requested a conference concerning problems that might involve the entrances to the Kings Motel in the vicinity of the northbound off-ramp from Interstate 5 in Salem.

A representative of our Traffic Section has contacted you and discussed the matter with you. As you know, we are currently preparing plans and specifications for a traffic signal installation at the ramp terminal intersection and, as was indicated to you, we will coordinate any revisions of the intersection that might be necessary with your design involving the Kings Motel.

Our Traffic Section will contact you again in the near future concerning this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
L. E. George (FBK 4460, due 11-7)

LEG:pb srb

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1971

SUBJECT:

To: F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

This letter is to serve as an interim report to you on Assignment FBK 4460, a copy of which is attached.

This office has contacted Mr. Gribskov and discussed with him the matter of access and landscaping as it might relate to the Kings Motel in the vicinity of the northbound off-ramp terminal intersection. We are currently in the initial stages of preparing plans for the traffic signal installation at the intersection.

It was suggested to Mr. Gribskov that we coordinate any work that he might be planning in the way of signing or landscaping changes with our plan of channelizing the intersection as might be needed with the traffic signal installation.

We will have a final report on this assignment in the near future. In the meantime, it is requested that the assignment due date be extended through the 7th of November, in that the attached Suggested Draft be transmitted to Mr. Gribskov. OK

L. E. George
Operations Engineer

LEG:pb

Attachment

SP 52478-734

WILMOT · SAABVE · GRIBSKOV
A.I.A ARCHITECTS a professional corporation
architecture · development planning · city planning
3085 RIVER RD. N.
SALEM, OREGON 97303 Ph. 585-7755

Edwards

Sept. 28, 1971

Mr. R. L. Porter
State Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Porter:

This firm has been selected to re-design the office of the Kings Motel at the Market Street interchange and we need to consider the entire entrance as part of our solution. According to Mr. Dennis, the owner, there are a large nunber of travelers seeking lodging there who end up on the freeway when they miss the entrance to the Motel. There are two entrances, but apparently it is most logical for people to try the first one which is the most difficult to recognize.

Several things can be done to help this situation. One would be to define the off ramp and Motel properties better, either by signing or by landscaping. As it is now, a stranger cannot see that an entrance does exist in conjunction with the Standard Service Station because the junipers hide most of the visual reference.

I think it would be helpful if you could schedule a visit to observe the problem first hand and help to decide if the proper solution does indeed involve the Highway Departments present landscaping.

Yours very truly
WILMOT SAABYE & GRIBSKOV, A.I.A.

Donald Gribskov

cc: Mr. Walt Dennis

RECEIVED
SEP 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1971
FOR FILES

SHS-
I-5-5(54)258
1622

Copy Received for:
Legal
Graphics
Right of Way
Traffic

5 W

9-8-71

September 10, 1971

City of Salem
City Hall
Salem, Oregon 97301

Attention: Mrs. Patricia Wolfe
Deputy City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4306

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the northbound off ramp from I-5 to Market Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agree. att.)

AUG 2 1971
TRAFFIC ENGINEER

City of **SALEM, OREGON**

TELEPHONE (503) 581-5123
ZIP CODE 97301

August 23, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed herewith are two copies of an agreement drawn between the State of Oregon and the City of Salem for the proposed traffic signal to be installed at the intersection of the northbound I-5 off ramp with Market Street. Please have these agreements executed and return one agreement to the City Recorder's Office, 3rd floor, City Hall, Salem, Oregon.

Yours very truly,

Patricia Wolfe

(Mrs.) Patricia Wolfe
Deputy City Recorder

pw

Enc. 2

orig. to George w/recom. for appl. action 8-25-71

RECEIVED
AUG 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRAFFIC CONTROL
ENGINEER

RECEIVED
AUG 30 1971
FOR FILING
SHC
7612

Cross Referenced To:
Original
Loc
Topic
Subj

August 27, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Salem for the installation of traffic signals at the northbound off-ramp from Interstate 5 to Market Street.

By the terms of the agreement, the State will make the installation and pay all costs thereof. The City agrees to be responsible for maintenance and power costs after the installation is completed. The signal installation is estimated to cost $25,000 and it is proposed that the work be done as an Interstate project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
F. B. Crandall
H. S. Cox
V. E. Skoog
L. H. Young
J. B. Boyd

VPJ:pb fn

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 26, 1971

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

To improve traffic conditions on Market Street in the area of its interchange with Interstate 5, the Highway Division is proposing a traffic signal installation at the intersection of the northbound off-ramp with Market Street.

This installation would be performed as an Interstate Safety Project with the Highway Division and the Federal Highway Administration making the actual installation. The City of Salem would not be requested to participate in the cost of installing the signal. We would, however, request that the City assume the cost of future maintenance and power for the traffic signal.

It is realized that the intersection of Hawthorne Avenue with Market Street is also in need of signalization. At such time as the City is in a position to proceed with the work at this location, the Highway Division is agreeable to initiating a cooperative project. In the meantime, it is our recommendation that the signal installation be made at the northbound off-ramp location.

If the City is agreeable to the proposal outlined above, will you please have the enclosed agreements executed and return them to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

RECEIVED
JUL 15 1971
FORM E-30 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1971

SUBJECT:

To:

F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Signal & Illumination Installations
Market Street Interchange
Pacific Highway
Salem

Attached is a report concerning the possibility of two traffic signals at the ramp terminal intersections of the Market Street Interchange with I-5 in Salem.

It is recommended that we proceed with signalization of the northbound off-ramp as suggested in Mr. Simpson's letter of May 13. The City of Salem is almost certainly to be in a position of being unable to finance the other traffic signal at the southbound off-ramp terminal, however, it is recommended that we discuss the matter with them.

L. E. George
Operations Engineer

LEG:ap
Attachment

NOTE: F. B. KLABOE

7-7-71
copy REFERRED TO
George

Please proceed as outlined above.
F

cc Porter

RECEIVED
JUL 7 71
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1971

To: L. E. George
Operations Engineer

O F F I C E

SUBJECT:
Signal & Illumination Installations
Market Street Interchange
Pacific Highway
Salem

On Friday, June 18, I contacted Glen Hossner of the Federal Highway Administration and discussed with him the matter of illumination and signalization at the Market Street Interchange in Salem.

Mr. Hossner told me that his office agreed that there is a need for additional illumination at this interchange. However, their policy states that in as much as the present illumination was installed as an Interstate project, further funds can not be expended. For a purely illumination job at such time as we proceed with a safety project on this section, it may be possible that with proper documentation tower illumination will be approved.

In regard to signalization of the ramp terminal intersections Interstate funds may be used for the easterly intersection. However, again their rules are such that the westerly intersection does not qualify as an Interstate project. The limit of Interstate funds is the intersection of the southbound off-ramp and on-ramp with Hawthorne Avenue. Thus, they can not approve as an interstate project signalization of the intersection of Market and Hawthorne, even though in actual practice this serves as the ramp terminal intersection and Hawthorne Avenue is a frontage road for Interstate 5.

It is not believed that further correspondence with the Federal Highway Administration would be of any benefit. It is suggested that we talk to the City about signalizing the intersection of Hawthorne and Market as a TOPICS project.

NOTED
JUL 22 1971
L. E. GEORGE

Val Johnson
Traffic Control Engineer

VPJ:pb

SP 52475-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 13, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Market Street Interchange
Illumination

Mr. Merchant, by letter of March 2, requested review and comments on preliminary illumination plans for full illumination of subject interchange. The interchange was partially illuminated with Interstate funds in 1959.

The data submitted, including collision diagrams, have been carefully reviewed. The collision diagrams indicate that most of the accidents occur at the Market Street-Hawthorne Street and northbound offramp - Market Street intersections. It would seem that full interchange illumination would have very little effect on these high accident locations.

It is suggested that consideration be given to signalization of these two intersections. Signalization of the northbound offramp - Market Street intersection would be eligible for Interstate funds. The Hawthorne-Market Street intersection, being City streets, would not be eligible for Interstate funds but could qualify as a TOPICS project.

It is recommended that full illumination of this interchange be deferred until such time that the need is more apparent.

cc:
Region (08-00.33)
OSHD (D. Christianson)

REFERRED TO
George - Hall - Merchant - Johnson
(please see me)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F E Johnson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Market Street Interchange
Pacific Highway
Marion County
Bridge No. 7434B
Illumination

Attached are two prints each of the preliminary illumination plan and existing illumination plan for the subject interchange. Also attached is one print each of photometric sheet GE 35-174662-00, 1970 ADT, and accident data for the last three years for the subject interchange.

The existing partial illumination of this interchange is provided by 400 watt mercury vapor luminaires installed at a 30 foot mounting height. This installation provides for illumination primarily on the exit ramps to approximately 0.5 footcandles at an 8:1 uniformity ratio.

Since this lighting was installed in 1959 this interchange has developed into the main commercial entrance to Salem. The build up of service stations, motels, restaurants, shopping centers etc. has brought with it a high level of background lighting and increase in traffic. This background lighting creates considerable glare to the driver at the present. The entrances and exits to this interchange from Market Street are presently very poorly lighted and consequently are difficult to find by the driver.

In reviewing the nighttime accidents it is seen that those that have occurred during the past three years have been in the lighted areas, here again pointing out the inadequate lighting that presently exists.

To illuminate this interchange to a level compatible with the background lighting requires that the light levels be increased to 1.2 foot-candles maintained at a uniformity ratio of 3:1. To accomplish this, an increase in lumen output is required, which in turn requires an increased mounting height to prevent glare. The proposed lighting plan utilizes 400 watt high-pressure sodium luminaires installed at a 50 foot mounting height to accomplish the above.

The proposed plan also contributes to the safety of the interchange in eliminating the two existing luminaire poles in the southbound island area. In addition the new installation will provide breakaway bases and 30 foot setback where applicable, which is a definite safety improvement over the existing installation.

It is readily seen from the above that it is not feasible to utilize the existing illumination in the finished final fully illuminated interchange.

Justification for the illumination shown on the attached proposed plan and as described above, compiles with Case B-1 and B-2 of AASHO publication entitled "An Informational Guide for Roadway Lighting", dated March, 1969.

The estimated cost of illuminating this interchange is $66,000, which includes engineering and contingencies.

It is anticipated that this lighting will be contracted at an early date as soon as approvals and plans can be completed.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

DOC/ag
cc: A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George

DEC 7 - 1970
FORM E-30 (REV. 10-69)
FOR FILES
ENG-
I-5-2(44)
7095

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1970

To:

SUBJECT: Market Street
Interchange Lighting

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Your memorandum of November 30 requests our progress in a lighting installation at the Market Street Interchange on Interstate 5 in Salem.

Due to the press of other work a preliminary study only has been made at this time. This study would indicate that the interchange could be lighted with 13 towers at an estimated cost of $80,000. The Federal Highway Administration have been contacted on an informal basis and have indicated that they see no reason why this interchange could not be lighted with Interstate funds.

As soon as possible further studies will be made to determine if tower lighting should be used or whether the lighting should be on standard 50-foot mounting height poles. A lighting system using 50-foot mounting height would be slightly cheaper in over-all cost than tower lighting.

Ivan D. Merchant
Bridge Engineer

NOTE
F. B. KLABOE

IDM:dh

cc A. E. Johnson
L. L. Wallace

SP 52475-734

RECEIVED
AUG 13 1970
FORM E-30-X (12-67)
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

August 10, 1970

SUBJECT:

To: Val Johnson
Traffic Control Engineer
O F F I C E

Will you please confer with Bill Stark, as soon as possible, to see if he is agreeable to have the State install reflectorized pavement buttons on Market Street through the Interstate 5 Interchange at a mutually agreeable spacing. If the City is agreeable, will you please prepare immediately for transmission to the Regional Engineer the necessary material for their installation.

As a separate package, will you please initiate with the Bridge Section as soon as possible a requested design for illumination of the Market Street Interchange. The Bridge Section should care for the paper work to obtain from the Bureau of Public Roads the necessary approval to fund this work as an Interstate Project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Operations Engineer

LEG:mk

cc: Tom Edwards
F. B. Klaboe
A. E Johnson
I. D. Merchant

TOM EDWARDS

RECEIVED
AUG 13 1970
STATE OF
STATE HIGHWAY ENGINEER

7693 Hubbard Interch.-Woodburn Interch. 1973
Sec. of Pacific Hwy., N. of Salem
(Grad., pav., struct., sign.,ill.) #4

SEE:

Con 21-X

I-5 E

Sp.

Hubbard - Haynes. See —

1-5

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
September 15, 1976

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Project Monumentation
Hubbard-Woodburn Section
Pacific Highway
Contract 7693

TO: MEMO TO THE FILES

Reference Mr. Wimer's letter on above subject dated September 13, 1976.

I discussed the accuracy of this survey with Mr. Jeter. He was familiar with this particular survey and worked with Mr. Chaney during the time this survey work was being done.

Mr. Jeter assurred me that there was nothing wrong with the field work. Although the Distomat is capable of a high degree of accuracy, you must also be working from the proper datum plane. In this case there are some angular adjustments that need to be made to the datum plane. These are not available at the present and probably won't be available for two years. It is not uncommon to have closures in the area experienced on this project when datum planes are not exact.

Mr. Jeter is confident that if adjustments to the datum plane were available and applied to the present field data it would show a high degree of accuracy. He concurs with Mr. Wimer's recommendation to incorporate the data into the permanent records.

DOC:az
cc: J. H. Versteeg
F. Jeter
F. O. Scott

NOTED
FLOYD O. SCOTT

NOTED
ROBERT R. ROUNDS

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 624-1084

INTER-OFFICE CORRESPONDENCE

September 13, 1976

Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Project Monumentation
Hubbard-Woodburn Section
Pacific Interstate Highway
Contract 7693

TO: Hal Versteeg
ROAD DESIGN ENGINEER

Attached are three rolls of right-of-way maps showing the locations and coordinates of monuments that have been constructed in the field.

These monuments were located in the center of the median or 47' left and right of the respective construction centerlines. This is also 37' right of the right-of-way centerline. This should establish a direct relationship between the construction centerline and right-of-way centerline.

Also attached is Resident Engineer Loren A. Weber's September 8, 1976 letter of transmittal in which he indicates the distomat was utilized to close the survey circuit. Accuracy was one in 9,504.42. This is less than second order accuracy. This should be accepted rather than rerunning the survey. Checking of the computations has been done and the coordinates adjusted for the closure.

It is respectfully requested you have your staff review this data and incorporate it into the permanent records in the appropriate manner.

Versteeg
Olson
Christensen DoC
Scott
Swenson
Savage
Trout

RECEIVED
SEP 14 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

GWW/dea
Attach.
cc: C. T. Keasey
Frank Terpin
Loren Weber

FORM 81-7.34-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 8, 1976

FILE: CON 5
624-1084

FROM: Loren A. Weber
Resident Engineer

TO: Gerald W. Wimer
Regional Construction Engineer

SUBJECT: Hubbard Int. - Woodburn Int.
Pacific Highway
Clackamas & Marion Counties
Contract No. 7693

Monumentation

The monumentation of I-5 from Hubbard Interchange to Woodburn Interchange has been completed. Attached you will find three (3) right-of-way rolls covering this area showing the monument locations with coordinates.

The monuments locate the median certerline of the highway, thereby establishing a direct relationship to the construction centerline and the right of way centerline. The monuments there fore are located 47 feet left and right of the respective construction centerlines and 37 feet right of right-of-way centerline.

Jim Chaney's crew, using their distance measuring device, ran a closed circuit survey through the monuments. The accuracy of the survey was 1 in 9504.42, which is less than secand order accuracy. We have done what checking we can without running the survey over and have adjusted the coordinates for closure.

LAW/rf

cc: File

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: (OSHD - H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	14	Marion & Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-22-76	P. V. Riedl, Area Engr	I-5-5(52)274

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-10-74	3-6	a - 110 b - 97 % c - 108	a - Nov 30, 1972 b - Apr 430, 1973 c - Nov 30, 1973

APPROVED EXTENSIONS	LOCATION
See below	Hubbard Interchange-Woodburn Interchange Interstate 5

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE
INTERSTATE 5
Grading, Paving, Structures, Signing, Illumination

The project consisted of widening of the existing four-lane divided highway to six lanes using continuous reinforced PCC pavement, 10-foot wide AC shoulders. The work also included the removal and reconstruction of three undercrossing structures and widening of three dual overcrossings.

COPY SENT

JAN 28 1976

Washington

The contract was set up for three completion dates:

a. Truck scale sites and undercrossing structures by November 30, 1972.

b. All grading, base, and paving on State I roadbed widening and all overcrossing structures by April 30, 1973.

c. All work on the contract by November 30, 1973.

NOTED
H.S. COULTER

Extension of time requests for phase "a," 56 days and for completion of the project under "C" first extension to June 30, 1974 and an additional 72 days to September 10, 1974 have been approved. Therefore no liquidated damages charged.

RECEIVED
JAN 29 1976
Office of
Assistant State Highway Engineer

- more -

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by P. V. RIEDL P.V. Riedl		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner, Dist. Engineer	
TITLE: Area Engineer	DATE: 1-26-76	TITLE: District Engineer	DATE: 1-28-76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

Participation with Federal funds for Price Agreement No. 43, Removal of Reinforcing Steel, and Extra Work Order No. 32 for Reinstalling Reinforcing Steel has been denied.

The final contract cost was $12,304,000+ for an overrun of 7.7 percent. This overrun was due primarily to the additional work established under Price Agreements and Extra Work Orders.

STATE COPY
REGION FILE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1	2 – 4	5 – 8	9 – 12	13 – 15	16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Marion - Clackamas	I-5-5(52)274	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
		CONSTRUCTION TYPE CODES		6203 7223	x221 x781	March 13, 1972
	20	FINAL CONSTRUCTION COST	DOL.	9,372,535	1,937,778	DATE COMPLETED: Sept. 10, 1974
	21	LENGTH OF PROJECT	MILES	9.587	.064	TOTAL NO. BRIDGES: 6

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 250,500	GROSS EARNINGS: 1,893,400	

CARD					
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.		
B	9	PETROLEUM PRODUCTS	GAL.	592,800	148,200
B	1	CEMENT	BBL.	111,739	22,886
C	2	AGGREGATES PURCHASED	TON.	460,560	
C	92		CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.	4,510,800	
C	4	LUMBER	THSD BD FT	5	175
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	7,680,600	1,203,400
D	8	STRUCTURAL STEEL	LB.		11,100
D	10	EXPLOSIVES	LB.	188,000	
E	11	READY-MIXED CONCRETE	CU. YD.	8,600	
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON	313,300	
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.	73,000	
F	17	FENCING	LIN. FT.	35,877	
F	18	GUARDRAIL	LIN. FT.	17,745	
F	19	BRIDGE RAIL	LIN. FT.		2,090
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	50,420	5,258
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	83,040	13,024

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
		8	6,426
		12	18,371
		15	3,163
		18	6,859
		24	2,481
		30	115
		36	222
		48	78
		60	80
		72	196
		132	110
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

7693

December 26, 1975

TO G. L. Green, Division Adm
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7693, Work Completed September 10, 1974

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

County Marion and Clackamas

Acceptance: Transportation Commission March 6, 1974

Federal Highway Administration September 12, 1974

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

7693

October 8, 1975

General Insurance Co. of America
Portland Service Office
1500 SW 1st Ave.
Portland, OR 97201

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for $591.58 will be made to Andersen, Hannan, Rogers & Matich on Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $11,202,037.19 including the post-final payment. Of the total $398,512.30 is for force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

rw

cc: Andersen, Hannan, Rogers & Matich
3427 NE Halsey Street
Portland, OR 97213

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

764.3

MONTHLY TRANSACTION NUMBER: 8-28	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: - -	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY: Clack. & Marion
MODIFICATION NUMBER: 3		PROJECT NUMBER: I-5-5(52)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 1, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,940,239	$ 12,051,950
Federal Funds	$ 10,896,599	$ 10,999,663
Other revisions		

This modification is made for the following reasons:

include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of August, 1975.

Oregon State Highway Division
(Official name of Highway Department)

By E J Bunten

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, August 1, 1975

Federal-aid Project
No. I-5-5(52)274

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE SECTION
PACIFIC HIGHWAY IN CLACKAMAS AND MARION COUNTIES

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 640+00 to Sta. 672+00)

Total Same as Previous Estimate of October 18, 1974			$ 398,601.00

Type Code 7223
Road P.C.C. (Sta. 672+00 to Sta. 1149+00)

Subtotal on Previous Estimate of October 18, 1974			$8,803,153.66
Additional Approved Items			
P.A. 52 Furnish and Install W-1 Guide Posts	358 only	8.51	3,046.58
P.A. 52 Furnish and Install Y-2 Guide Posts	168 only	8.75	1,470.00
P.A. 53 Remove and Dispose of Temporary Ramps	Lump Sum		2,845.00
P.A. 54 Claim Settlement Embankment Quantities	Lump Sum		47,912.00
P.A. 56 Claim Settlement Delineation Barrels	Lump Sum		12,960.00
P.A. 58 Claim Settlement Additional P.C.C. Pavement	Lump Sum		25,626.60
	Increase		$ 93,860.18
	Subtotal		$8,897,013.84
	Engineering		889,701.16
	Total		$9,786,715.00

Structures

Subtotal for structures on estimate of August 5, 1974			$1,689,245.20

Additional Approved Item

P.A. 58 Claim Settlement Night Beam Erection	Lump Sum	7,695.35
	Subtotal	$1,696,940.55
	Engineering	169,693.45
	Total	$1,866,634.00

Length of A.C. Roadway - - - - 0.606 miles
Length of P.C.C. Roadway - - - 8.981 miles
Length of Structures (3) - - - 0.064 miles

Total - - - - -9.651 miles

Cost of Asphalt Roadway Per Mile - - - - - $ 657,757.42
Cost of P.C.C. Roadway Per Mile - - - - - $1,089,713.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Asphalt Roadway	$ 398,601.00	$ 367,749.18	$ 30,851.82
P.C.C. Roadway	9,786,715.00	9,029,222.45	757,492.55
Structures	1,866,634.00	1,722,156.50	144,477.50
Total	$12,051,950.00	$11,119,128.13	$932,821.87
Credit for Structures Removed		(119,465.13)	
		$10,999,663.00	

Group 1 - 100%
Contract #7693
Prefix 624-1084

7693

STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
10-60		Oregon
PROJECT REPORT NUMBER 11	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas & Marion
MODIFICATION NUMBER 2	(PPM 21-7) 10-23-74	PROJECT NUMBER I-5-5(52)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 1, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,743,155	$ 11,940,239
Federal Funds	$ 10,714,769	$ 10,896,599
Other revisions		

This modification is made for the following reasons:

to include increase in bid item quantities & approved price agreements & extra work orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23d day of October, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Hwy. Engr.
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By H. L. Smith
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. I-5-5(52)274

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE SECTION

PACIFIC HIGHWAY IN CLACKAMAS AND MARION COUNTIES

Salem, Oregon, October 18, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 640+00 to Sta.672+00)

Sub-total on Previous Estimate of August 5, 1974			$320,344.85
Additional Approved Item			
Extend Asphalt Concrete Pavement			
P.A. 46 Extra Class "B" Asphalt Concrete	3,700 ton	7.30	$ 27,010.00
P.A. 46 Asphalt Cement In Mixture	213 ton	70.00	14,910.00
P.A. 46 Asphalt In Tack Coat	1 ton	100.00	100.00
			$ 42,020.00
	Subtotal		$362,364.85
	10% Engr. & Cont.		36,236.15
	Total		$398,601.00

Type Code 7223
Roadway P.C.C. (Sta. 672+00 to Sta. 1149+00)

Subtotal on Previous Estimate of August 5, 1974			$8,666,007.08
Previous Estimate			
Embankment In Place	395,200 cu.yd.	1.30	$513,760.00
Continuously Reinforced Concrete Pavement	85,500 cu.yd.	27.80	2,376,900.00
			$2,890,660.00
Revised Estimate			
Embankment In Place	446,200 cu.yd.	1.30	580,060.00
Continuously Reinforced Concrete Pavement	86,295 cu.yd.	27.80	2,399,001.00

P.A. 47	Substitute Type "C" for Type "B" Guard Rail End Pieces	31 only	103.50	3,208.50
P.A. 47	Type I Guard Rail Anchor	35 only	325.70	11,399.50
EWO 16	Install Temporary Guide Posts	All Required		3,425.00
EWO 33	Remove A.C. and Base Rock on Ramps	All Required		3,519.89
EWO 34	Saw and Jack PCC Pavement	All Required		2,176.98
EWO 35	Repair Slide	All Required		5,740.44
EWO 36	Dismantle Sign Bridge	All Required		1,745.00
SFO 9	Furnish Additional Signs	All Required		3,628.92
SFO 11	Maintain Stage I Road Surface	All Required		9,535.31
SFO 12	Furnish & Install Reflecting Tape	All Required		1,655.85
SFO 15	Install Horizontal Drains	All Required		2,710.19
				$3,027,806.58
		Increase		137,146.58
		Sub-total		$8,803,153.66
		10% Engr. & Cont.		880,315.34
		Total		$9,683,469.00
		Structures Same as Previous Estimate of August 5, 1974		$1,858,169.00

Length of A.C. Roadway . . . . . 0.606 mile
Length of P.P.C. Roadway . . . . . 8.981 miles
Length of Structures (3) . . . . . 0.064 mile
Total. . . . . 9.651 miles

Cost of Asphalt Roadway Per mile $657,757.42
Cost of P.C.C. Roadway Per mile. $1,078,217.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Asphalt Roadway	$ 398,601.00	$ 367,749.18	$ 30,851.82
P.C.C. Roadway	9,683,469.00	8,933,968.25	749,500.75
Structures	1,858,169.00	1,714,346.70	143,822.30
Total	$11,940,239.00	$11,016,064.13	$924,174.87
Credit for Structures Removed		(119,465.13)	
		$10,896,599.00	

STATE COPY

MONTHLY TRANSACTION NUMBER 8-41	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Clackamas & Marion
MODIFICATION NUMBER 1		PROJECT NUMBER I-5-5(52)274

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 1, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 10,812,473	$ 11,743,155
Federal Funds	$ 9,856,122	$ 10,714,769
Other revisions		

This modification is made for the following reasons:

to include increase in bid item quantities, approved price agreements and extra work orders and approved items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8th day of August, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Lunetta

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. D. Smith for G. L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. I-5-5(52)274

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION

PACIFIC HIGHWAY IN MARION AND CLACKAMAS COUNTIES

Salem, Oregon, August 5, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 640+00 to Sta. 672+00)

Mobilization	All Required(10%)		$ 50,743.70
Temporary Protection and Direction of Traffic	All Required(10%)		18,500.00
Clearing and Grubbing	All Required(10%)		3,500.00
Removal of Structures and Obstructions	All Required(10%)		1,000.00
Ditch Excavation	40 cu.yd.	4.00	160.00
Embankment in Place	13,800 cu.yd.	1.30	17,940.00
Extra for Selected Topsoil Material	750 cu.yd.	0.60	450.00
**Trench Excavation	260 cu.yd.	4.50	1,170.00
Finishing Roadbed and Slopes	All Required(10%)		1,600.00
Watering	1,200 M-gal.	2.00	2,400.00
Plant Mix Aggregate Base	4,000 ton	3.60	14,400.00
**Class B Asphalt Concrete Mixture	21,780 ton	6.45	140,481.00
**Asphalt Cement in Mixture	1,445 ton	30.00	43,350.00
Asphalt in Tack Coat	5 ton	100.00	500.00
15-inch Culvert Pipe	350 lin.ft.	5.75	2,012.50
18-inch Culvert Pipe	10 lin.ft.	7.00	70.00
15-inch Sewer Pipe	100 lin.ft.	6.50	650.00
Extra for Pipe Under Pavement	80 lin.ft.	5.00	400.00
15-inch Paved Culvert End Slopes	1 only	90.00	90.00
Concrete Inlets, Type G-2MA	4 only	320.00	1,280.00
Guard Rail, Type 2A	900 lin.ft.	4.00	3,600.00
Guard Rail Anchors	2 only	190.00	380.00
Type 2 Fence	600 lin.ft.	0.55	330.00
Guide Posts, Flexible*	30 only	4.00	120.00
Roadside Seeding and Mulching	12 acres	262.00	3,144.00

*Experimental (Category 2)

Signing			
Removal of Existing Sign	All Required(5%)		$ 68.25
Installation	All Required(18%)		60.30
Painted Wood Sign Posts	All Required(9%)		629.10
Sign Support Footing	All Required(9%)		1,107.00
Breakaway Sign Posts			
Type "A" and "B" Signs in Place	42 sq.ft.	8.50	357.00
			$ 310,612.85
Anticipated Items			
**Flagging (60% of Contractor's Cost)	All Required(10%)		$ 4,500.00
Stage Construction Striping	All Required(10%)		1,000.00
Temporary Erosion Control	All Required(10%)		2,000.00
On-the-Job Trainee (1 only $800)	All Required		800.00
PA 14 Type I Traffic Markers	200 only	2.76	552.00
PA 14 Type II Traffic Markers	1,000 only	0.88	880.00
			$ 9,732.00
	Subtotal		$ 320,344.85
	10% Engr. & Cont.		32,034.15
	Total		$ 352,379.00

Type Code 7223
Roadway P.C.C. (Sta. 672+00 to Sta. 1149+00)

Mobilization	All Required(90%)		$ 456,693.30
Furnishing Field Laboratory Building	1 only	2,000.00	2,000.00
Temporary Protection and Direction of Traffic	All Required(90%)		166,500.00
Clearing and Grubbing	All Required(90%)		31,500.00
Removal of Structures and Obstructions	All Required(90%)		9,000.00
**Ditch Excavation	6,060 cu.yd.	4.00	24,240.00
Embankment Foundation Excavation	24,900 cu.yd.	2.00	49,800.00
Embankment in Place	395,200 cu.yd.	1.30	513,760.00
Stone Embankment in Place	60,900 cu.yd.	2.45	149,205.00
Extra for Selected Topsoil Material	49,250 cu.yd.	0.60	29,550.00
**Trench Excavation	12,665 cu.yd.	4.50	56,992.50

Finishing Roadbed and Slopes	All Required(90%)		$ 14,400.00
Obliteration of Roadway	All Required		3,000.00
Watering	10,800 M-gal.	2.00	21,600.00
Plant Mix Aggregate Base	307,000 ton	3.60	1,105,200.00
**Class B Asphalt Concrete Mixture	242,120 ton	6.45	1,561,674.00
Class C Asphalt Concrete Mixture	15,000 ton	7.30	109,500.00
**Asphalt Cement in Mixutre	16,585 ton	30.00	497,550.00
Asphalt in Tack Coat	40 ton	100.00	4,000.00
3/4"-0 Aggregate in Prime Coat	3,140 cu.yd.	6.00	18,840.00
RC-250 Asphalt in Prime Coat	560 ton	80.00	44,800.00
Continuously Reinforced Concrete Pavement	84,500 cu.yd.	27.80	2,376,900.00
Reinforced Concrete Pavement	500 cu.yd.	27.80	13,900.00
Reinforced Concrete Bridge End Panels	2,460 sq.yd.	21.60	53,136.00
Pavement Terminal Anchors	2,100 lin.ft.	19.00	39,900.00
Shoulder Trimming and Finishing	All Required		12,000.00
72-inch Structural Plate Pipe, 12 Gage Top and Sides, 10 Gage Bottom	250 lin.ft.	59.00	14,750.00
132-inch Structural Plate Pipe, 10 Gage Top and Sides, 10 Gage Bottom	90 lin.ft.	111.00	9,990.00
Drainage Structure, Sta. "NB" 736 + 52	All Required		55,000.00
8-inch Culvert Pipe	560 lin.ft.	4.50	2,520.00
12-inch Culvert Pipe	580 lin.ft.	4.75	2,755.00
15-inch Culvert Pipe	1,700 lin.ft.	5.75	9,775.00
18-inch Culvert Pipe	2,340 lin.ft.	7.00	16,380.00
**24-inch Culvert Pipe	2.481 lin.ft.	8.50	21,088.50
30-inch Culvert Pipe	110 lin.ft.	13.25	1,457.50
36-inch Culvert Pipe	60 lin.ft.	14.00	840.00
48-inch Culvert Pipe	60 lin.ft.	20.00	1,200.00
60-inch Culvert Pipe	100 lin.ft.	32.50	3,250.00
12-inch Nestable Type Culvert Pipe	50 lin.ft.	8.00	400.00
**12-inch Sewer Pipe	17,803 lin.ft.	5.00	89,015.00
**15-inch Sewer Pipe	2,381 lin.ft.	6.50	15,476.50
18-inch Sewer Pipe	3,600 lin.ft.	8.00	28,000.00
Extra for Pipe Under Pavement	1,650 lin.ft.	5.00	8,250.00
Bedding Material	450 cu.yd.	10.00	4,500.00
12-inch Paved Culvert End Slopes	4 only	85.00	340.00
15-inch Paved Culvert End Slopes	17 only	90.00	1,530.00
18-inch Paved Culvert End Slopes	38 only	110.00	4,180.00

24-inch Paved Culvert End Slopes	5 only	130.00	$ 650.00
Special Paved Culvert End Slopes	2 only	150.00	300.00
Concrete Manholes	1 only	1,000.00	1,000.00
Concrete Inlets, Type "B" and "G-2"	16 only	260.00	4,160.00
Concrete Inlets, Type "G-2MA"	86 only	320.00	27,520.00
8-inch Drain Pipe	5,800 lin.ft.	3.50	20,300.00
Special Filter Material	900 cu.yd.	12.00	10,800.00
Guard Rail, Type 1	1,500 lin.ft.	2.75	4,125.00
Guard Rail, Type 2A	15,700 lin.ft.	4.00	62,800.00
Guard Rail Anchors	48 only	190.00	9,120.00
Extra for Guard Rail Bridge Connections	14 only	200.00	2,800.00
Concrete Shoulder and Median Barrier	400 cu.yd.	110.00	44,000.00
Type 2 Fence	26,400 lin.ft.	0.55	14,520.00
CL-6 Chain Link Fence	2,600 lin.ft.	2.24	5,824.00
16' x 48" Single Gates	1 only	400.00	400.00
9-inch Concrete Surfacing	250 sq.yd.	10.00	2,500.00
Extra for Asphalt Curbs	10,000 lin.ft.	0.80	8,000.00
Loose Riprap, Class 100	22 cu.yd.	50.00	1,100.00
Guide Posts, Flexible*	32 only	15.00	480.00
Salvaging Guide Posts	500 only	4.00	2,000.00
Adjusting Manholes	1 only	400.00	400.00
Reconstructing Concrete Manholes	4 only	500.00	2,000.00
Roadside Seeding and Mulching	113 acre	262.00	29,606.00
Signing			
Removal of Existing Sign Installations	All Required(95%)		1,296.75
Painted Wood Sign Posts	All Required(82%)		274.70
Sign Support Footing	All Required(91%)		6,360.00
Breakaway Sign Posts	All Required(91%)		11,193.00
Structure Mounts	All Required		1,150.00
Moving Type A, B and V Signs	All Required		890.00
Type "A" & "B" Signs in Place	652 sq.ft.	8.50	5,542.00
Type "C" & "D" Signs in Place	88 sq.ft.	4.00	352.00
Type "F" & "G" Signs in Place	12 sq.ft.	5.00	60.00
Neon Signs in Place	All Required		1,190.00
Sign Illumination Equipment	All Required		1,500.00

*Experimental (Category 2)

Illumination			
Roadway Lighting Poles and Foundations	All Required		$ 40,000.00
Luminaires and Ballasts	All Required		6,500.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		37,000.00
			$ 8,024,852.65
Anticipated Items			
Flagging (60% of State's Share)	All Required(90%)		$ 40,500.00
Stage Construction Striping	All Required(90%)		9,000.00
Temporary Erosion Control	All Required(90%)		18,000.00
On-the-Job Trainee (9 only $800)	All Required		7,200.00
Embankment Borrow Material	275,000 cu.yd.	0.09	24,750.00
PA 4 Plant Mix Aggregate Base	24,871 ton	3.50	87,048.50
PA 8 Lime or Cement Treated Subgrade	64,750 sq.yd.	0.50	32,375.00
PA 8 Lime or Cement in Treated Subgrade	899 ton	38.00	34,162.00
PA 13 Excavation Below Elevation Shown	13,570 cu.yd.	0.75	10,177.50
PA 14 Type I Traffic Markers	4,800 only	2.76	13,248.00
PA 14 Type II Traffic Markers	24,000 only	0.88	21,120.00
PA 23 Extra for Temporary A.C. Curbs	10,223 lin.ft.	0.80	8,178.40
PA 23 Remove Temporary A.C. Curbs	10,223 lin.ft.	0.05	511.15
PA 24 Plant Mix Bituminous Base	1,660 ton	5.84	9,694.40
PA 27 Claim Settlement Speed Signing	Lump Sum		10,298.40
PA 32 Class 'C' Asphalt Concrete Mix	1,700 ton	8.30	14,110.00
PA 32 Asphalt Cement in Mix	104 ton	30.00	3,120.00
PA 32 Remove A.C. During State III Const.	1,400 ton	1.40	1,960.00
PA 34 8-inch Drain Pipe Uncoated	4,000 lin.ft.	3.30	13,200.00
PA 44 Construct Type 'C' Curb	230 cu.yd.	81.45	18,733.50
EWO 14 Rock Blanket on Slopes	All Required		26,300.43
EWO 15 Interior Support for 50-inch CMP	All Required		9,073.43
EWO 19 Repair Damage to Stage I Pavement	All Required		8,000.00
EWO 21 Replace Existing Culvert	All Required		136,313.84
EWO 22 Repair Damage to Stage I Surfacing	All Required		31,355.35
EWO 26 Prepare Base for Temporary Widening	All Required		9,295.53

EWO 29 Construct Curb Islands at Weigh Stations	All Required		$ 37,300.00
EWO 30 Revise Illumination Rules At Scale Site	All Required		6,129.00
			$ 641,154.43
	Subtotal		$ 8,666,007.08
	10% Engr. & Cont.		866,599.92
	Total		$ 9,532,607.00

** Change in Quantities and Costs

Type Code X221
Bridge #7795A and 7795B (Sta. 706+16.61 to Sta. 707+36.61)

Shoring, Cribbing, Etc.	All Required(34%)		$ 8,500.00
Structural Excavation	350 cu.yd.	4.25	1,487.50
Structural Excavation Below Elevation Shown	30 cu.yd.	5.00	150.00
Furnish 14" Prestressed Concrete Piling	4,500 lin.ft.	5.00	22,500.00
Drive Prestressed Concrete Piling	84 only	200.00	16,800.00
Prestressed Concrete Pile Extensions	225 lin.ft.	8.00	1,800.00
Class A Concrete (1,016 cu.yd.)	All Required(36%)		108,000.00
Reinforcement (254,200 lbs.)	All Required(36%)		32,400.00
Preparation of Slopes	1,130 sq.yd.	4.00	4,520.00
Concrete Slope Paving	1,130 sq.yd.	8.25	9,322.50
Berm Paving	150 sq.yd.	8.00	1,200.00
Surface Finish Existing Bridges	All Required(34%)		1,190.00
Deck Seal	1,730 sq.yd.	1.50	2,595.00
8-inch Culvert Pipe	200 lin.ft.	6.00	1,200.00
			$ 211,665.00

Type Code X221
Bridge #7796A and 7796B (Sta. 811+98.52 to Sta. 813+08.52)

Shoring, Cribbing, Etc.	All Required(33%)		$ 8,250.00
Structural Excavation	375 cu.yd.	4.25	1,593.75
Structural Excavation Below Elevation Shown	35 cu.yd.	5.00	175.75
Furnish 14" Prestressed Concrete Piling	3,660 lin.ft.	5.00	18,300.00
Drive Prestressed Concrete Piling	84 only	200.00	16,800.00

Prestressed Concrete Pile Extensions	180 lin.ft.	8.00	$ 1,440.00
Class A Concrete (894 cu.yd.)	All Required(32%)		96,000.00
Reinforcement (231,100 lbs.)	All Required(32%)		28,800.00
Preparation of Slopes	1,085 sq.yd.	4.00	4,340.00
Concrete Slope Paving	1,085 sq.yd.	8.25	8,951.25
Berm Paving	125 sq.yd.	8.00	1,000.00
Surface Finish Existing Bridges	All Required(33%)		1,155.00
Deck Seal	1,585 sq.yd.	1.50	2,377.50
8-inch Culvert Pipe	190 lin.ft.	6.00	1,140.00
			$ 190,322.50

Type Code X221
Bridge #7799A and 7799B (Sta. 931+66.89 to Sta. 932+76.89)

Shoring, Cribbing, Etc.	All Required(33%)		$ 8,250.00
Structural Excavation	375 cu.yd.	4.25	1,593.75
Structural Excavation Below Elevation Shown	35 cu.yd.	5.00	175.00
Furnish 14" Prestressed Concrete Piling	3,980 lin.ft.	5.00	19,900.00
Drive Prestressed Concrete Piling	84 only	200.00	16,800.00
Prestressed Concrete Pile Extensions	195 lin.ft.	8.00	1,560.00
Class A Concrete (894 cu.yd.)	All Required(32%)		96,000.00
Reinforcement (231,100 lbs.)	All Required(32%)		28,800.00
Preparation of Slopes	1,085 sq.yd.	4.00	4,340.00
Concrete Slope Paving	1,085 sq.yd.	8.25	8,951.25
Berm Paving	125 sq.yd.	8.00	1,000.00
Surface Finish Existing Bridges	All Required(33%)		1,155.00
Deck Seal	1,585 sq.yd.	1.50	2,377.50
8-inch Culvert Pipe	190 lin.ft.	6.00	1,140.00
			$ 192,042.50

Type Code X781
Bridge #7797A (Sta. 881+43.60)

Shoring, Cribbing, Etc.	All Required(20%)		$ 6,000.00
Structure Excavation	440 cu.yd.	5.50	2,420.00

Structure Excavation Below Elevation Shown	40	cu.yd.	6.00	$ 240.00
Furnish 14" Prestressed Concrete Piling	4,540	lin.ft.	5.00	22,700.00
Drive Prestressed Concrete Piling	100	only	200.00	20,000.00
Prestressed Concrete Pile Extensions	200	lin.ft.	8.00	1,500.00
Class "A" Concrete (259 cu.yd.)	All	Required(14%)		19,880.00
Class "AA" Concrete (364 cu.yd.)	All	Required(32%)		48,000.00
105'/110' Prestressed Box Interior Beams	16	only	4,965.00	79,440.00
105'/110' Prestressed Box Edge Beams	4	only	4,625.00	18,500.00
Prestressing Steel (83,000 lb.)	All	Required(34%)		40,800.00
Reinforcement (113,000 lb.)	All	Required(23%)		17,710.00
Two Tube Metal Railing	440	lin.ft.	11.50	5,060.00
Preparation of Slopes	460	sq.yd.	4.00	1,840.00
Concrete Slope Paving	460	sq.yd.	8.25	3,795.00
Berm Paving	66	sq.yd.	10.00	660.00
8-inch Culvert Pipe	250	lin.ft.	6.00	1,500.00
				$ 290,145.00

Type Code X781
Bridge #7800A (Sta. 1022+36.76)

Shoring, Cribbing, Etc.	All	Required(40%)		$ 12,000.00
Structure Excavation	740	cu.yd.	5.50	4,070.00
Structure Excavation Below Elevation Shown	70	cu.yd.	6.00	420.00
Furnish 14" Prestressed Concrete Piling	7,720	lin.ft.	5.00	38,600.00
Drive Prestressed Concrete Piling	156	only	200.00	31,200.00
Prestressed Concrete Pile Extensions	400	lin.ft.	8.00	3,200.00
Class "A" Concrete (848 cu.yd.)	All	Required(45%)		63,900.00
Class "AA" Concrete (390 cu.yd.)	All	Required(34%)		51,000.00
110'/115' Prestressed Box Interior Beams	16	only	5,183.00	82,928.00
110'/115' Prestressed Box Edge Beams	4	only	4,810.00	19,240.00
Prestressing Steel(85,000 lb.)	All	Required(35%)		42,000.00
Reinforcement (194,500 lb.)	All	Required(40%)		30,800.00
Two Tube Metal Railing	765	lin.ft.	11.50	8,797.50
Preparation of Slopes	320	sq.yd.	4.00	1,280.00
Concrete Slope Paving	320	sq.yd.	8.25	2,640.00

Slope Paving Curbs	140 lin.ft.	6.00	840.00
8-inch Culvert Pipe	275 lin.ft.	6.00	1,650.00
			$ 394,565.50

Type Code X781
Bridge #7801A (Sta. 1099+90.49)

Shoring, Cribbing, Etc.	All Required(40%)		$ 12,000.00
Structure Excavation	720 cu.yd.	5.50	3,960.00
Structure Excavation Below Elevation Shown	70 cu.yd.	6.00	420.00
Furnich 14" Prestressed Concrete Piling	6,160 lin.ft.	5.00	30,800.00
Drive Prestressed Concrete Piling	156 only	200.00	31,200.00
Prestressed Concrete Pile Extensions	400 lin.ft.	8.00	3,200.00
Class "A" Concrete (795 cu.yd.)	All Required(41%)		58,220.00
Class "AA" Concrete (393 cu.yd.)	All Required(34%)		51,000.00
105'/110' Prestressed Box Interior Beams	16 only	4,965.00	79,440.00
105'/110' Prestressed Box Edge Beams	4 only	4,625.00	18,500.00
Prestressing Steel (76,000 lb.)	All Required(31%)		37,200.00
Reinforcement (179,500 lb.)	All Required(37%)		28,490.00
Two Tube Metal Railing	725 lin.ft.	11.50	8,337.50
Preparation of Slopes	320 sq.yd.	4.00	1,280.00
Concrete Slope Paving	320 sq.yd.	8.25	2,640.00
Slope Paving Curbs	140 lin.ft.	6.00	840.00
8-inch Culvert Pipe	275 lin.ft.	6.00	1,650.00
			$ 369,177.50
PA 22 Waterproof Wiring Bridge Decks	Lump Sum		36,027.20
PA 35 Claim Settlement Precast Box Beams	Lump Sum		5,300.00
			$ 41,327.20
	Subtotal		$ 1,689,245.20
	10% Engr. & Cont.		168,923.80
	Total		$ 1,858,169.00

Length of Asphalt Roadway - - - - - 0.606 mile
Length of P.C.C. Roadway - - - - - 8.981 miles
Length of Structures (3) - - - - - 0.064 mile
Total - - - - - 9.651 miles

Cost of Asphalt Roadway per mile $ 581,483.49
Cost of P.C.C. Roadway per mile $1,061,419.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Asphalt Roadway	$ 352,379.00	$ 325,104.63	$ 27,274.37
P.C.C. Roadway	9,532,607.00	8,794,782.80	737,824.20
Structures	1,858,169.00	1,714,346.70	143,822.30
Total	$11,743,155.00	$10,834,234.13	$908,920.87
Credit for Structures Removed		(119,465.13)	
		$10,714,769.00	

Group 1 - 100%

Contract No. 7693

Prefix 624-1084

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION

Nonparticipating-State Work

			Estimated Cost
Contract Bridge Items			
Deck Removal Work			
Donald Rd. U'xing (#7797A)	All Required(33%)		$ 44,550.00
Broadacres U'xing (#7800A)	All Required(34%)		45,900.00
Crosby Rd. U'xing (#7801A)	All Required(33%)		44,550.00
Structure Removal Work (Total)			
Fargo O'xing (#7796 A&B)	All Required(32%)		$ 9,920.00
Fellers O'xing (#7799 A&B)	All Required(32%)		9,920.00
Butteville O'xing (#7795 A&B)	All Required(36%)		11,160.00
Contract Road Items			
Truck Scale Pit and Approach Slabs	2 only	7,500.00	$ 15,000.00
Embankment to Raise Shoulders	46,000 cu.yd.	1.30	59,800.00
	Subtotal (Contract Items)		$240,800.00
Anticipated Items			
Install Truck Scale Mechanism (SF)	All Required		$ 19,000.00
Truck Scale Houses (2) (SF)	All Required		11,500.00
Remove Existing Scale and Scale Houses (SF)	All Required		1,500.00
State's Responsibility for Damages	All Required		2,000.00
	Subtotal (Anticipated Items)		34,000.00
	Total		$274,800.00

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION

Structure Credits

	Pro Rata	Total Partic. Cost	Fed. Funds
Donald Road U'xing	61.97	$ 42,127.36	$ 26,106.32
Broadacres Road U'xing	61.97	53,653.01	33,248.77
Crosby Road U'xing	61.97	50,898.65	31,541.89
Fargo O'xing (Deck Only)	61.97	14,776.60	9,157.06
Fellers O'xing (Deck Only)	61.97	14,777.41	9,157.56
Butteville O'xing (Deck Only)	61.97	16,545.95	10,253.53
Total Credits		$192,778.98	$119,465.13

Fargo O'xing

Concrete	188 cu.yd.	58.00	$ 10,904.00	
Reinforcement	32,306 lb.	0.10	3,230.60	
Engineering	1,836.24 @ 34%		642.00	$ 14,776.60

Fellers O'xing

Concrete	188 cu.yd.	58.00	$ 10,904.00	
Reinforcement	32,306 lb.	0.10	3,230.60	
Engineering	1,836.60 @ 35%		642.81	$ 14,777.41

Butteville O'xing

Concrete	208 cu.yd.	58.00	$ 12,064.00	
Reinforcement	37,652 lb.	0.10	3,765.20	
Engineering	2,047.86 @ 35%		716.75	$ 16,545.95

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 3-14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 2172	COUNTY Marion and Clackamas
		PROJECT NO. I-5-5(52)274

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Woodburn Interchange N. 9.46 mi.
Hubbard Interchange-Woodburn Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-12-72	9.462
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 10,812,473.00	$ 9,856,122.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. A. Church

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

[redacted]

Date executed by Division Engineer MAR 1 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

contract, loan, insurance or guarantee, or undertaken pursuant to any

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. I-5-5(52)274

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION
PACIFIC HIGHWAY IN MARION AND CLACKAMAS COUNTIES

Salem, Oregon, February 25, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 650+00 to Sta. 672+00)

Mobilization	All Required(10%)			$ 50,743.70
Temporary Protection and Direction of Traffic	All Required(10%)			18,500.00
Clearing and Grubbing	All Required(10%)			3,500.00
Removal of Structures and Obstructions	All Required(10%)			1,000.00
Ditch Excavation	40	cu.yd.	4.00	160.00
Embankment in Place	13,800	cu.yd.	1.30	17,940.00
Extra for Selected Topsoil Material	750	cu.yd.	0.60	450.00
Trench Excavation	150	cu.yd.	4.50	675.00
Finishing Roadbed and Slopes	All Required(10%)			1,600.00
Watering	1,200	M-gal.	2.00	2,400.00
Plant Mix Aggregate Base	4,000	ton	3.60	14,400.00
Class B Asphalt Concrete Mixture	21,000	ton	6.45	135,450.00
Asphalt Cement in Mixture	1,370	ton	30.00	41,100.00
Asphalt in Tack Coat	5	ton	100.00	500.00
15-inch Culvert Pipe	350	lin.ft.	5.75	2,012.50
18-inch Culvert Pipe	10	lin.ft.	7.00	70.00
15-inch Sewer Pipe	100	lin.ft.	6.50	650.00
Extra for Pipe Under Pavement	80	lin.ft.	5.00	400.00
15-inch Paved Culvert End Slopes	1	only	90.00	90.00
Concrete Inlets, Type G-2MA	4	only	320.00	1,280.00
Guard Rail, Type 2A	900	lin.ft.	4.00	3,600.00
Guard Rail Anchors	2	only	190.00	380.00
Type 2 Fence	600	lin.ft.	0.55	330.00
Guide Posts, Flexible*	8	only	15.00	120.00
Salvaging Guide Posts	30	only	4.00	120.00
Roadside Seeding and Mulching	12	acre	262.00	3,144.00

*Experimental (Category 2)

Signing			
Removal of Existing Sign	All Required(5%)		68.25
Installation	All Required(18%)		60.30
Painted Wood Sign Posts	All Required(9%)		629.10
Sign Support Footing	All Required(9%)		1,107.00
Breakaway Sign Posts			
Type "A" and "B" Signs in Place	42 sq.ft.	8.50	357.00
			$ 302,836.85
Anticipated Items			
Flagging (60% of Contractor's Cost)	All Required(10%)		$ 1,500.00
Stage Construction Striping	All Required(10%)		1,000.00
Temporary Erosion Control	All Required(10%)		2,000.00
On the Job Trainee (1 only $800)	All Required		800.00
			$ 5,300.00
	Subtotal		$ 308,136.85
	10% Engr. & Cont.		30,813.15
	Total		$ 338,950.00

Type Code 7223
Roadway P.C.C. (Sta. 672+00 to Sta. 1149+00)

Mobilization	All Required(90%)		$ 456,693.30
Furnishing Field Laboratory Building	1 only	2,000.00	2,000.00
Temporary Protection and Direction of Traffic	All Required(90%)		166,500.00
Clearing and Grubbing	All Required(90%)		31,500.00
Removal of Structures and Obstructions	All Required(90%)		9,000.00
Ditch Excavation	1,260 cu.yd.	4.00	5,040.00
Embankment Foundation Excavation	24,900 cu.yd.	2.00	49,800.00
Embankment in Place	395,200 cu.yd.	1.30	513,760.00
Stone Embankment in Place	60,900 cu.yd.	2.45	149,205.00
Extra for Selected Topsoil Material	49,250 cu.yd.	0.60	29,550.00
Trench Excavation	7,150 cu.yd.	4.50	32,175.00
Finishing Roadbed and Slopes	All Required(90%)		14,400.00
Obliteration of Roadway	All Required		3,000.00
Watering	10,800 M-gal.	2.00	21,600.00
Plant Mix Aggregate Base	307,000 ton	3.60	1,105,200.00

Class B Asphalt Concrete Mixture	234,000 ton	6.45	1,509,300.00
Class C Asphalt Concrete Mixture	7,700 ton	7.30	56,210.00
Asphalt Cement in Mixture	15,730 ton	30.00	471,900.00
Asphalt in Tack Coat	40 ton	100.00	4,000.00
3/4"-0 Aggregate in Prime Coat	3,140 cu.yd.	6.00	18,840.00
RC-250 Asphalt in Prime Coat	560 ton	80.00	44,800.00
Continuously Reinforced Concrete Pavement	85,500 cu.yd.	27.80	2,376,900.00
Reinforced Concrete Pavement	500 cu.yd.	27.80	13,900.00
Reinforced Concrete Bridge End Panels	2,460 sq.yd.	21.60	53,136.00
Pavement Terminal Anchors	2,100 lin.ft.	19.00	39,900.00
Shoulder Trimming and Finishing	All Required		12,000.00
72-inch Structural Plate Pipe, 12 Gage Top and Sides, 10 Gage Bottom	250 lin.ft.	59.00	14,750.00
132-inch Structural Plate Pipe, 10 Gage Top and Sides, 10 Gage Bottom	90 lin.ft.	111.00	9,990.00
Drainage Structure, Sta. "NB" 736+52	All Required		55,000.00
8-inch Culvert Pipe	560 lin.ft.	4.50	2,520.00
12-inch Culvert Pipe	580 lin.ft.	4.75	2,755.00
15-inch Culvert Pipe	1,700 lin.ft.	5.75	9,775.00
18-inch Culvert Pipe	2,340 lin.ft.	7.00	16,380.00
24-inch Culvert Pipe	550 lin.ft.	8.50	4,675.00
30-inch Culvert Pipe	110 lin.ft.	13.25	1,457.50
36-inch Culvert Pipe	60 lin.ft.	14.00	840.00
48-inch Culvert Pipe	60 lin.ft.	20.00	1,200.00
60-inch Culvert Pipe	100 lin.ft.	32.50	3,250.00
12-inch Nestable Type Culvert Pipe	50 lin.ft.	8.00	400.00
12-inch Sewer Pipe	13,700 lin.ft.	5.00	68,500.00
15-inch Sewer Pipe	880 lin.ft.	6.50	5,720.00
18-inch Sewer Pipe	3,600 lin.ft.	8.00	28,800.00
Extra for Pipe Under Pavement	1,650 lin.ft.	5.00	8,250.00
Bedding Material	450 cu.yd.	10.00	4,500.00
12-inch Paved Culvert End Slopes	4 only	85.00	340.00
15-inch Paved Culvert End Slopes	17 only	90.00	1,530.00
18-inch Paved Culvert End Slopes	38 only	110.00	4,180.00
24-inch Paved Culvert End Slopes	5 only	130.00	650.00

Special Paved Culvert End Slopes	2 only	150.00	300.00
Concrete Manholes	1 only	1,000.00	1,000.00
Concrete Inlets, Type "B" and "G-2"	16 only	260.00	4,160.00
Concrete Inlets, Type "G-2MA"	86 only	320.00	27,520.00
8-inch Drain Pipe	5,800 lin.ft.	3.50	20,300.00
Special Filter Material	900 cu.yd.	12.00	10,800.00
Guard Rail, Type 1	1,500 lin.ft.	2.75	4,125.00
Guard Rail, Type 2A	15,700 lin.ft.	4.00	62,800.00
Guard Rail Anchors	48 only	190.00	9,120.00
Extra for Guard Rail Bridge Connections	14 only	200.00	2,800.00
Concrete Shoulder and Median Barrier	400 cu.yd.	110.00	44,000.00
Type 2 Fence	26,400 lin.ft.	0.55	14,520.00
CL-6 Chain Link Fence	2,600 lin.ft.	2.24	5,824.00
16' x 48" Single Gates	1 only	400.00	400.00
9-inch Concrete Surfacing	250 sq.yd.	10.00	2,500.00
Extra for Asphalt Curbs	10,000 lin.ft.	0.80	8,000.00
Loose Riprap, Class 100	22 cu.yd.	50.00	1,100.00
Guide Posts, Flexible*	32 only	15.00	480.00
Salvaging Guide Posts	500 only	4.00	2,000.00
Adjusing Manholes	1 only	400.00	400.00
Reconstructing Concrete Manholes	4 only	500.00	2,000.00
Roadside Seeding and Mulching	113 acre	262.00	29,606.00

Signing

Removal of Existing Sign Installations	All Required(95%)		1,296.75
Painted Wood Sign Posts	All Required(82%)		274.70
Sign Support Footing	All Required(91%)		6,360.90
Breakaway Sign Posts	All Required(91%)		11,193.00
Structure Mounts	All Required		1,150.00
Moving Type A, B and V Signs	All Required		890.00
Type "A" & "B" Signs in Place	652 sq.ft.	8.50	5,542.00
Type "C" & "D" Signs in Place	88 sq.ft.	4.00	352.00
Type "F" & "G" Signs in Place	12 sq.ft.	5.00	60.00
Neon Signs in Place	All Required		1,190.00
Sign Illumination Equipment	All Required		1,500.00

*Experimental (Category 2)

Illumination				
Roadway Lighting Poles and Foundations	All Required			40,000.00
Luminaires and Ballasts	All Required			6,500.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required			37,000.00
				$7,802,836.15
Anticipated Items				
Flagging (60% of State's Share)	All Required(90%)		$	13,500.00
Stage Construction Striping	All Required(90%)			9,000.00
Temporary Erosion Control	All Required(90%)			18,000.00
On the Job Trainee (9 only $800)	All Required			7,200.00
Embankment Borrow Material	275,000 cu.yd.	0.09		24,750.00
			$	72,450.00
	Subtotal			$7,875,286.15
	10% Engr. & Cont.			*785,527.85
	Total			$8,660,814.00

*Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code X221
Bridge #7795A and 7795B (Sta. 706+16.61 to Sta. 707+36.61)

Shoring, Cribbing, Etc.	All Required(34%)		$	8,500.00
Structural Excavation	350 cu.yd.	4.25		1,487.50
Structural Excavation Below Elevation Shown	30 cu.yd.	5.00		150.00
Furnish 14" Prestressed Concrete Piling	4,500 lin.ft.	5.00		22,500.00
Drive Prestressed Concrete Piling	84 only	200.00		16,800.00
Prestressed Concrete Pile Extensions	225 lin.ft.	8.00		1,800.00
Class A Concrete (1,016 cu.yd.)	All Required(36%)			108,000.00
Reinforcement (254,200 lbs.)	All Required(36%)			32,400.00
Preparation of Slopes	1,130 sq.yd.	4.00		4,520.00
Concrete Slope Paving	1,130 sq.yd.	8.25		9,322.50
Berm Paving	150 sq.yd.	8.00		1,200.00
Surface Finish Existing Bridges	All Required(34%)			1,190.00
Deck Seal	1,730 sq.yd.	1.50		2,595.00
8-inch Culvert Pipe	200 lin.ft.	6.00		1,200.00
			$	211,665.00

Type Code X221
Bridge #7796A and 7796B (Sta. 811+98.52 to Sta. 813+08.52)

Shoring, Cribbing, Etc.	All	Required(33%)		$ 8,250.00
Structural Excavation	375	cu.yd.	4.25	1,593.75
Structural Excavation Below Elevation Shown	35	cu.yd.	5.00	175.00
Furnish 14" Prestressed Concrete Piling	3,660	lin.ft.	5.00	18,300.00
Drive Prestressed Concrete Piling	84	only	200.00	16,800.00
Prestressed Concrete Pile Extensions	180	lin.ft.	8.00	1,440.00
Class A Concrete (894 cu.yd.)	All	Required(32%)		96,000.00
Reinforcement (231,100 lbs.)	All	Required(32%)		28,800.00
Preparation of Slopes	1,085	sq.yd.	4.00	4,340.00
Concrete Slope Paving	1,085	sq.yd.	8.25	8,951.25
Berm Paving	125	sq.yd.	8.00	1,000.00
Surface Finish Existing Bridges	All	Required(33%)		1,155.00
Deck Seal	1,585	sq.yd.	1.50	2,377.50
8-inch Culvert Pipe	190	lin.ft.	6.00	1,140.00
				$ 190,322.50

Type Code X221
Bridge #7799A and 7799B (Sta. 931+66.89 to Sta. 932+76.89)

Shoring, Cribbing, Etc.	All	Required(33%)		$ 8,250.00
Structural Excavation	375	cu.yd.	4.25	1,593.75
Structural Excavation Below Elevation Shown	35	cu.yd.	5.00	175.00
Furnish 14" Prestressed Concrete Piling	3,980	lin.ft.	5.00	19,900.00
Drive Prestressed Concrete Piling	84	only	200.00	16,800.00
Prestressed Concrete Pile Extensions	195	lin.ft.	8.00	1,560.00
Class A Concrete (894 cu.yd.)	All	Required(32%)		96,000.00
Reinforcement (231,100 lbs.)	All	Required (32%)		28,800.00
Preparation of Slopes	1,085	sq.yd.	4.00	4,340.00
Concrete Slope Paving	1,085	sq.yd.	8.25	8,951.25
Berm Paving	125	sq.yd.	8.00	1,000.00
Surface Finish Existing Bridges	All	Required(33%)		1,155.00
Deck Seal	1,585	sq.yd.	1.50	2,377.50
8-inch Culvert Pipe	190	lin.ft.	6.00	1,140.00
				$ 192,042.50

Type Code X781
Bridge #7797A (Sta. 881+43.60)

Shoring, Cribbing, Etc.	All Required(20%)		$ 6,000.00
Structure Excavation	440 cu.yd.	5.50	2,420.00
Structure Excavation Below Elevation Shown	40 cu.yd.	6.00	240.00
Furnish 14" Prestressed Concrete Piling	4,540 lin.ft.	5.00	22,700.00
Drive Prestressed Concrete Piling	100 only	200.00	20,000.00
Prestressed Concrete Pile Extensions	200 lin.ft.	8.00	1,600.00
Class "A" Concrete (259 cu.yd.)	All Required(14%)		19,880.00
Class "AA" Concrete (364 cu.yd.)	All Required(32%)		48,000.00
105'/110' Prestressed Box Interior Beams	16 only	4,965.00	79,440.00
105'/110' Prestressed Box Edge Beams	4 only	4,625.00	18,500.00
Prestressing Steel (83,000 lb.)	All Required(34%)		40,800.00
Reinforcement (113,000 lb.)	All Required(23%)		17,710.00
Two Tube Metal Railing	440 lin.ft.	11.50	5,060.00
Preparation of Slopes	460 sq.yd.	4.00	1,840.00
Concrete Slope Paving	460 sq.yd.	8.25	3,795.00
Berm Paving	66 sq.yd.	10.00	660.00
8-inch Culvert Pipe	250 lin.ft.	6.00	1,500.00
			$ 290,145.00

Type Code X781
Bridge #7800A (Sta. 1022+36.76)

Shoring, Cribbing, Etc.	All Required(40%)		$ 12,000.00
Structure Excavation	740 cu.yd.	5.50	4,070.00
Structure Excavation Below Elevation Shown	70 cu.yd.	6.00	420.00
Furnish 14" Prestressed Concrete Piling	7,720 lin.ft.	5.00	38,600.00
Drive Prestressed Concrete Piling	156 only	200.00	31,200.00
Prestressed Concrete Pile Extensions	400 lin.ft.	8.00	3,200.00
Class "A" Concrete (848 cu.yd.)	All Required(45%)		63,900.00
Class "AA" Concrete (390 cu.yd.)	All Required(34%)		51,000.00
110'/115' Prestressed Box Interior Beams	16 only	5,183.00	82,928.00

110'/115 Prestressed Box Edge Beams	4 only	4,810.00	19,240.00
Prestressing Steel (85,000 lb.)	All Required(35%)		42,000.00
Reinforcement (194,500 lb.)	All Required(40%)		30,800.00
Two Tube Metal Railing	765 lin.ft.	11.50	8,797.50
Preparation of Slopes	320 sq.yd.	4.00	1,280.00
Concrete Slope Paving	320 sq.yd.	8.25	2,640.00
Slope Paving Curbs	140 lin.ft.	6.00	840.00
8-inch Culvert Pipe	275 lin.ft.	6.00	1,650.00
			$ 394,565.50

Type Code X781
Bridge #7801A (Sta. 1099+90.49)

Shoring, Cribbing, Etc.	All Required(40%)		$ 12,000.00
Structure Excavation	720 cu.yd.	5.50	3,960.00
Structure Excavation Below Elevation Shown	70 cu.yd.	6.00	420.00
Furnish 14" Prestressed Concrete Piling	6,160 lin.ft.	5.00	30,800.00
Drive Prestressed Concrete Piling	156 only	200.00	31,200.00
Prestressed Concrete Pile Extensions	400 lin.ft.	8.00	3,200.00
Class "A" Concrete (795 cu.yd.)	All Required(41%)		58,220.00
Class "AA" Concrete (393 cu.yd.)	All Required(34%)		51,000.00
105'/110' Prestressed Box Interior Beams	16 only	4,965.00	79,440.00
105'/110' Prestressed Box Edge Beams	4 only	4,625.00	18,500.00
Prestressing Steel (76,000 lb.)	All Required(31%)		37,200.00
Reinforcement (179,500 lb.)	All Required(37%)		28,490.00
Two Tube Metal Railing	725 lin.ft.	11.50	8,337.50
Preparation of Slopes	320 sq.yd.	4.00	1,280.00
Concrete Slope Paving	320 sq.yd.	8.25	2,640.00
Slope Paving Curbs	140 lin.ft.	6.00	840.00
8-inch Culvert Pipe	275 lin.ft.	6.00	1,650.00
			$ 369,177.50

Subtotal	$1,647,918.00
10% Engr. & Cont.	164,791.00
Total	$1,812,709.00

Length of Asphalt Roadway - - - - -0.417 mile
Length of P.C.C. Roadway - - - - -8.981 miles
Length of Structures (3) - - - - -0.064 mile
Total - - - - -9.462 miles

Cost of Asphalt Roadway per mile $ 812,829.74
Cost of P.C.C. Roadway per mile 964,348.51

Retained in Program Status

Slide Correction	All Required	$ 5,000.00
Permanent Pavement Striping (Buttons)	All Required	32,500.00
Waterproof U'xing Bridge Decks	All Required	40,000.00
	Subtotal	$ 77,500.00
	10% Engr. & Cont.	7,750.00
	Total	$ 85,250.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Asphalt Roadway	$ 338,950.00	$ 312,715.00	$ 26,235.00
P.C.C. Roadway	8,660,814.00	7,990,467.00	670,347.00
Structures	1,812,709.00	1,672,405.13	140,303.87
Subtotal	$10,812,473.00	$ 9,975,587.13	$836,885.87
Retained in Program	85,250.00	78,651.00	6,599.00
Total	$10,897,723.00	$10,054,238.13	$843,484.87
Credit for Structures Removed		(119,465.13)	
		$ 9,934,773.00	

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7693

Prefix 624-1084

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION

Nonparticipating - State Work

			Estimated Cost
Contract Bridge Items			
Deck Removal Work			
Donald Rd. U'xing (#7797A)	All Required(33%)		$ 44,550.00
Broadacres U'xing (#7800A)	All Required(34%)		45,900.00
Crosby Rd. U'xing (#7801A)	All Required(33%)		44,550.00
Structure Removal Work (Total)			
Fargo O'xing (#7796 A&B)	All Required(32%)		$ 9,920.00
Fellers O'xing (#7799 A&B)	All Required(32%)		9,920.00
Butteville O'xing (#7795 A&B)	All Required(36%)		11,160.00
Contract Road Items			
Truck Scale Pit and Approach Slabs	2 only	7,500.00	$ 15,000.00
Embankment to Raise Shoulders	46,000 cu.yd.	1.30	59,800.00
	Subtotal (Contract Items)		$ 240,800.00
Anticipated Items			
Install Truck Scale Mechanism (SF)	All Required		$ 19,000.00
Truck Scale Houses (2)(SF)	All Required		11,500.00
Remove Existing Scale and Scale Houses (SF)	All Required		1,500.00
State's Responsibility for Damages	All Required		2,000.00
	Subtotal (Anticipated Items)		$ 34,000.00
	Total		$ 274,800.00

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION

Structure Credits

	Pro Rata	Total Partic. Cost	Fed. Funds
Donald Road U'xing	61.97	$ 42,127.36	$ 26,106.32
Broadacres Road U'xing	61.97	53,653.01	33,248.77
Crosby Road U'xing	61.97	50,898.65	31,541.89
Fargo O'xing (Deck Only)	61.97	14,776.60	9,157.06
Fellers O'xing (Deck Only)	61.97	14,777.41	9,157.56
Butteville O'xing (Deck Only)	61.97	16,545.95	10,253.53
Total Credits		$192,778.98	$119,465.13

Fargo O'xing

Concrete	188 cu.yd.	58.00	$10,904.00	
Reinforcement	32,306 lb.	0.10	3,230.60	
Engineering	1,888.24 @ 34%		642.00	$ 14,776.60

Fellers O'xing

Concrete	188 cu.yd.	58.00	$10,904.00	
Reinforcement	32,306 lb.	0.10	3,230.60	
Engineering	1,836.60 @ 35%		642.81	$ 14,777.41

Butteville O'xing

Concrete	208 cu.yd.	58.00	$12,064.00	
Reinforcement	37,652 lb.	0.10	3,765.20	
Engineering	2,047.86 @ 35%		716.75	$ 16,545.95

#1693

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange
Federal Participation in Price Agreement No. 43
and Extra Work Order No. 32

DATE: July 22, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have received a reply to Mr. Sollis' letter concerning the subject price agreement and extra work order from our legal counsel, Mr. Robert B. Rutledge.

He again states that the legal opinion furnished does not cite any contract provisions for making a settlement. Therefore, we cannot participate with Federal funds in the orders.

G. L. Green

NOTED
E. S. HUNTER

RECEIVED
JUL 28 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 23 '75
REFER TO
Coulter - Sollis
F ... R
Info | Inves | R/C

7-28-75
cy to ...

Discussed w/Klaboe 9-8-75 —
— No further action —
Note & File
[signature]

Routing
1 Keasey
2 Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JUL 29 1975
CONSTRUCTION SECTION
Richards
Glenn
Berg

From the desk of:

H. Scott Coulter

We aren't going to get any FHWA participation in these costs. — Contractors (Matich, Rogers, Anderson combine) has been paid. — Unless FBK or ESH need formal reply this could be sent them for noting and filing

HSC

Discussed w/ Fred 9-8-75.
— Note & File
FK

FHWA 12. (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: July 17, 1975

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange
Federal Participation in Price Agreement
#43 and Extra Work Order #32

In reply refer to: 10RC

FROM : Regional Counsel

TO : Mr. G. L. Green, Division Engineer,
041DB.2 Salem, Oregon

Init
Engr
Eng Coord
Ass't EC
Bus Coord
Auditor
Planning
Bridge
Right of Way
Design A
Design B

My last memorandum on this subject suggested that if the State desired it should further justify its payment to the contractor on the above contract claim. In particular I expressed concern over the lack of legal authority under the contract to make the settlement. State Counsel thereafter submitted a further opinion setting forth additional arguments. For the following reasons I am not persuaded that federal-aid funds can participate in the State's payment of this claim.

The facts pertinent to our decision will be briefly outlined. During the summer of 1973 various strikes stopped work on the instant project. The contractor before stopping work had placed large amounts of reinforcing steel in the roadway area to be paved. Because the strike continued for some two months, the contractor removed his paving plant and equipment to other work in California. Although the strike ended on August 21, the contractor did not return to the work until the spring of 1974.

Due to the fact that the contract work did not resume in the fall of 1973, it then became necessary to remove the reinforcing steel previously placed as it was constituting a safety hazard to traffic traveling adjacent to it. The payment to the contractor for removing and replacing the steel is the item under consideration.

There is apparently no dispute that after the conclusion of the strike the contractor would have had ample time to return to the project and complete that part of the surfacing incorporating the reinforcing steel. Indeed, the surfacing schedule of the contractor called for doing the surfacing work in the fall of 1973. The only logical conclusion that can be drawn from this is that it was the contractor's choice not to return to the project in the fall of 1973.

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 22 1975
CONSTRUCTION
SECTION

RECEIVED
JUL 21 1975
OREGON DIVISION

Mr. G. L. Green
July 17, 1975

The State now says that the facts here constitute a changed condition entitling the contractor to a price adjustment. I can not agree. A changed condition is usually defined as:

1. subsurface or latent physical conditions at the site differing materially from those indicated in the contract, or

2. unknown physical conditions at the site of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inhering in work of the character provided for in the contract.

In my view there is nothing in the facts of this case that one could conclude a changed condition had occurred. Particylarly when it was within the control of the contractor whether or not to complete the paving in the fall of 1973 and thus relieve itself of the obligation to keep the project works in a safe condition for the traveling public (OR standard specs 1970, §107.25 and 107.27).

It is my understanding that the contractor was not charged contract time for the period of the strike. This is provided for in §108.08 of the standard specifications. In my opinion, this is the contractor's sole entitlement.

Robert B. Rutledge

June 6, 1975

General Insurance Co. of America
Portland Service Office
1500 SW 1st
Portland, OR 97201

Gentlemen:

A post-final payment for $17,252.27 will be made to Andersen, Hannan, Rogers & Matich on Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $11,201,445.61 including the post-final payment. Of the total $398,512.30 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Andersen, Hannan, Rogers & Matich
3427 NE Halsey Street
Portland, OR 97213

fkn/hb
bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
C. O. Fredrickson

Form FHWA 121 (Rev. 5-73) 7672

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 29, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange
Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Asst State Highway Engr

NOTED
L. E. JOHNS

Your letter of May 23, 1975 on the subject project requesting an extension of time on Phase "A" of the project has been reviewed.

The delay in making a decision on the staging of traffic on the detour along with the added work of deck waterproofing has affected the contract time and changed the contractor's scheduling plans. With these facts, along with the contractor's agreement to accept this as settlement for all claims pertinent to the contract, we concur in the granting of an extension of 34 calendar days. It should be noted that Federal participation will not be included in the decision to reimburse the contractor for the pavement patching performed during the period of August 1972 through March 1973 in the amount of $7,052.27.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUN 2'75
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
6-3-75
cy Keasey
Fred + Leon
Chuck

CON 5

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
XXXXXXXXX

DATE May 23, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY H. S. COULTER

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension, Contract No. 7693
Hubbard Int.-Woodburn Int. Section
Oregon Project No. I-5-5(52)274

Your December 18, 1973 response to our earlier request for consideration of Phase "A" time extension concurred in a 22-day extension leaving 34 days of liquidated damages in effect at $300 per day on the early phase. This early phase required completion of four independent items of work at separate locations (at the truck scales and at three county road overcrossing structures). The liquidated damages that remain in effect are associated with just two of these locations--the Broadacres and Donald Road Overcrossing structures which controlled the early phase completion date of January 25, 1973.

The contractor has requested that we review the merit of additional time extension and emphasizes some additional reasons for extension which were not presented to you in our earlier request. This has focused on the detour subgrade conditions in the vicinity of these early phase structures where detour work had to be accomplished to stage traffic over early in the structure construction sequence. On several different dates in late April and up through the week ending May 19, 1972, subexcavation and special backfilling of soft spots on the Crosby detour was performed. This work in itself can be regarded as unanticipated added work and it led to consideration of feasible methods to accomplish the project construction within what were then the overall time objectives. The original two-year completion objective on the overall project and the virtual one-season completion objective on

the early "A" phase were very close requirements for the amount of work and conditions under which it had to be performed. The search for and analysis of workable solutions to the detour subgrade problem occurred during May and June. The use of lime treatment was the remedy ultimately used under an extra work order and an added price agreement. The lime was first tried on the northbound detour of Broadacres on June 13. This was after a six-day delay in analyzing the problem and arriving at the decision to proceed with this extra work. This was followed by Price Agreement No. 8 (dated June 28) which covered more extensive use of lime throughout the project. We can identify 11 days of delay in arriving at this change order decision.

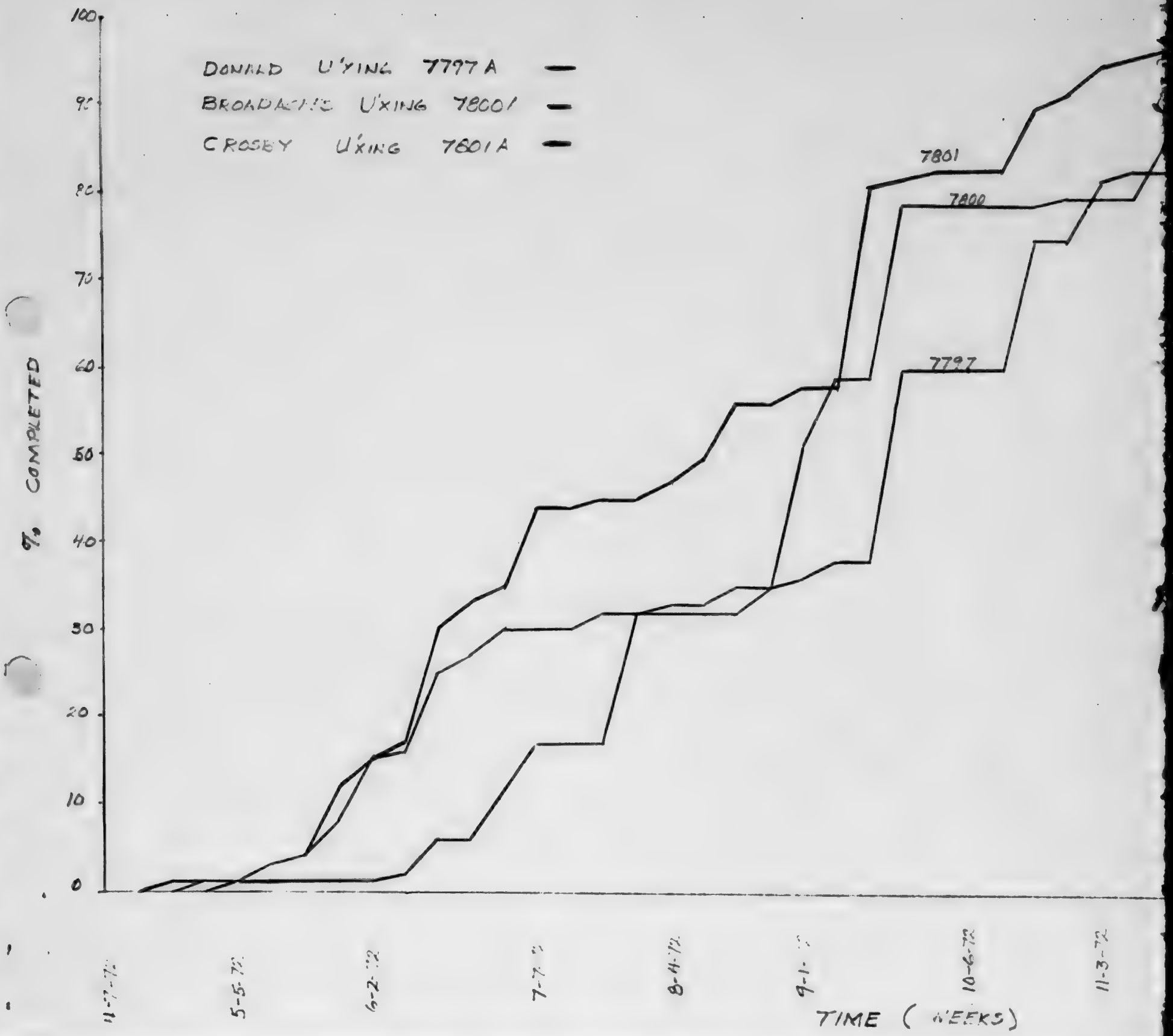
It is very difficult to assign a specific number of days and dates to these change orders and the added work they authorized. Some structure work was progressing throughout this time. Adjustments in scheduling of the work permitted this. However, the staging of traffic onto the detours was a sequential item in the removal of the old structures and construction of the new. The fact remains that progress on the Broadacres and Donald locations lagged during these early stages during the time that the subgrade problem existed and the change orders evolved. The condensed chart showing progress on the three structures is attached for your information.

We are in the position of having added work in both the early and late stages of the early phase which was a tight schedule for one season. The late change was the deck waterproofing which was also a sequential work item affecting the scheduling of asphaltic concrete paving which was delayed further into the winter period. We believe the entire 11-day extension originally recommended on this late work is justified.

We offered the contractor a complete time extension (34 days) as part of a settlement of all claims on the project, and the contractor has now given us a clear written acknowledgment accordingly. We believe the facts and circumstances justify federal participation in the time extension. Your concurrence is requested.

Att.

bc F. B. Klaboe
A. E. Johnson C. O. Fredrickson
C. T. Keasey Robert Church


DONALD U'YING 7797 A —
BROADACRE U'XING 7800 / —
CROSBY U'XING 7801 A —
100
90
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% COMPLETED
7801
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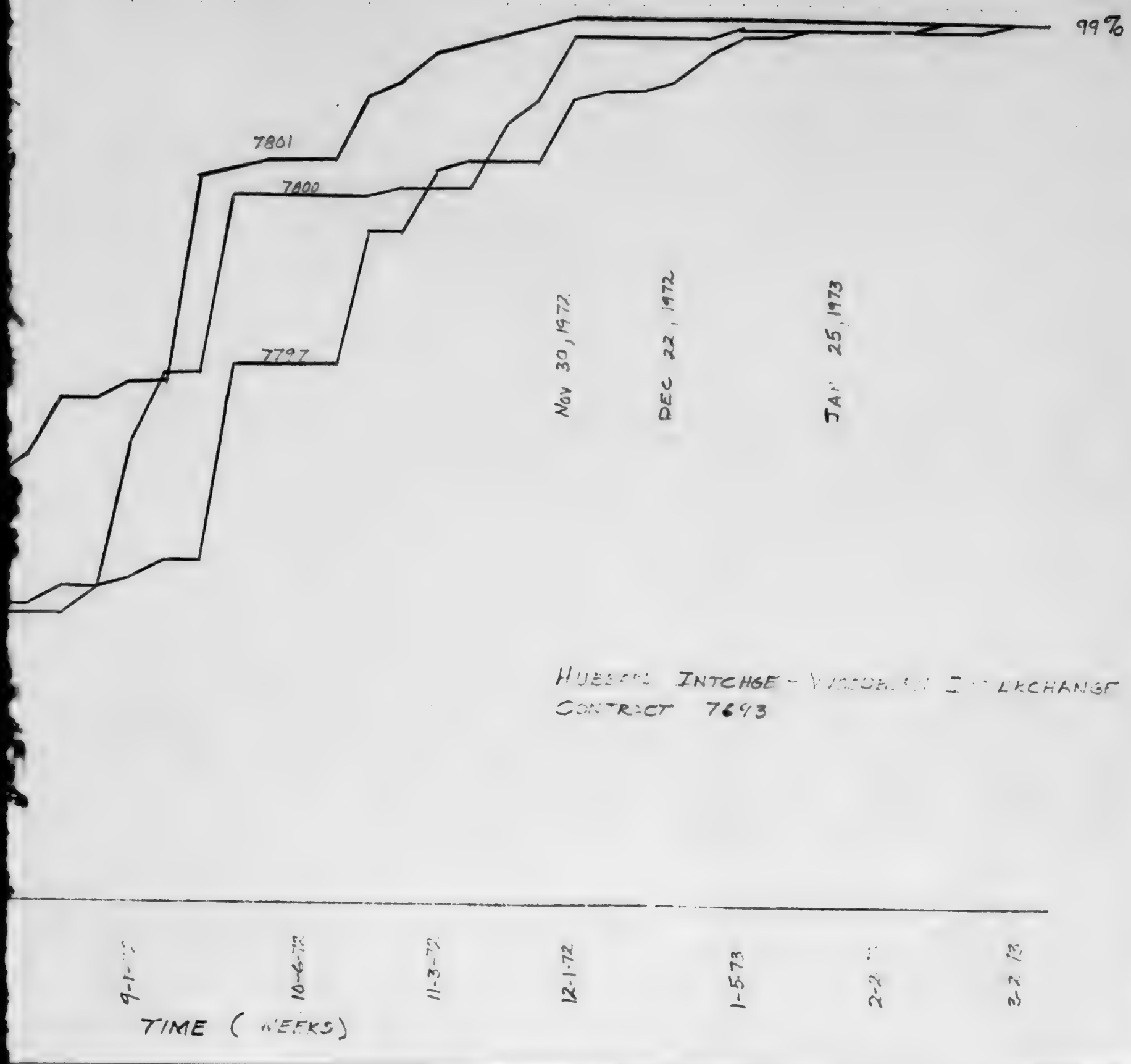
11-7-72
5-5-72
6-2-72
7-7-72
8-4-72
9-1-72
10-6-72
11-3-72
TIME (WEEKS)



HUDSON INTCHGE - WISCONSIN POWER EXCHANGE
CONTRACT 7693

1693

ANDERSEN-HANNAN-ROGERS-MATICH
P.O. Box 13367
Portland, Oregon 97213

May 20, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. A. E. Johnson
Deputy State Highway Engineer

Reference: Hubbard Interchange-Woodburn Interchange
Pacific Highway, Contract No. 7693

Dear Sirs:

We enclose your letter of May 19, 1975 concerning elimination of liquidated damages and relief from assessment of charges for pavement patching, duly complete by Mr. H. A. Andersen, one of the joint venture partners, on behalf of all parties in the joint venture.

We thank you for your prompt answer and look forward to receiving the additional funds in the very near future.

Very truly yours,

ANDERSEN-HANNAN-ROGERS-MATICH

R. S. Everett

RSE/ljp
cc: Hannan
Rogers
Matich

RECEIVED
MAY 21 1975
Office of
Assistant State Highway Engineer

5-21-75
by Kenney
Fredrickson
Coulter

RECEIVED
STATE HWY ENGR
MAY 21 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

NOTED
A.E. JOHNSON

Please have Post-final
EST issued.

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
XXXXXXXXXXX

May 19, 1975

Andersen-Hannan, Rogers & Matich
c/o H. A. Andersen Company
P. O. Box 13367
Portland, OR 97213

Gentlemen:

Hubbard Interchange-Woodburn Interchange
Pacific Highway, Contract No. 7693

This is to advise you that we have thoroughly considered your request for an additional time extension of 34 days which would eliminate all liquidated damages on the subject project and for relief from the assessment of charges for pavement patching during the period of August, 1972 through March of 1973, amounting to $7,052.27.

We have thoroughly considered our records and in an effort to resolve our differences have made the decision that we will return to the contractor the amount withheld for pavement patching and, because of delays in a decision to use lime treatment and other alleged delays relating to the early phase of the project, we will grant your request for a 34-day time extension eliminating all liquidated damages.

Payment for the two items above is understood to be a complete and final settlement for all claims pertaining to this contract. If you are in agreement with this, please sign one copy of this letter in the space provided below and return it to this office, after which we will proceed with the post-final estimate.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

Andersen-Hannan, Rogers & Matich, Joint Venture

APPROVED BY _____

TITLE: Partner

DATE: 5-20-75

E-123

7693

R.

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 19, 1975

TO Carroll Keasey
Construction Engineer

Attention John Bond

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange
Pacific Highway
Contract 7693

A review of the patching records from August, 1972 through March, 1973 on the original pavement was made and, in view of the somewhat ambiguous wording of our specifications, and the fact that we changed our specifications concerning the patching on our very next project, an administrative decision has been made to absorb these patching costs amounting to $7,052.27 as a nonparticipating State Force Order. This then will result in a nonparticipating construction charge.

Further study of the requested time extension revealed that the 8 days claimed by the contractor for subexcavating and placing stone embankment was performed from April 18 through April 23, with an expansion for a weekend, amounting to 8 days. A 6-day delay was encountered in approval of an Extra Work Order for a trial lime application in May of 1972 and an 11-day delay occurred in approving a Price Agreement in June of 1972. These delays total 25 days and do not provide for any delays on our part prior to the Resident Engineer's request for an Extra Work Order, at which time there was apparently lost time in negotiating with the Federal Highway Administration for approval to use and obtain participation for lime treatment. Previously, we had requested 11 days for application of the membrane waterproofing on structures and the Federal Highway Administration approved only 7 days. It is believed the contractor is entitled to the additional 4 days which, with the addition of the above days, amounts to 29 days.

We have verbally advised the contractor that we are issuing a time extension to him in the amount of 34 days to eliminate all liquidated damages.

The above was submitted to him on the provision that payment of these two items would be understood to be a complete and final settlement of all claims pertaining to this contract, to which the contractor agreed. He was advised that on receipt of his agreement in writing, a post-final estimate would be issued.

Please proceed to work up a request to the Federal Highway Administration for the 34-day time extension for participation, if possible. Attached for your use is the work chart prepared by the Resident Engineer, after which please return it to his office.

I wish to reiterate that the decisions outlined above were made on an administrative basis and in no way reflects on the judgment of either the Resident Engineer's office, the Regional Engineer's office, or the Construction Engineer's office. The processing of this project was made most difficult by the number of Resident Engineers involved in the project, and much of the "first-hand" knowledge of the circumstances has not been available because of this situation. The efforts of all three offices mentioned above is sincerely appreciated.

Enc.

AEJ:ja

cc F. B. Klaboe
H. S. Coulter
Jack Sollis
C. O. Fredrickson
Eddie Payton

7693

K

R

FORM 81.714 1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1084

April 22, 1975

Salem, Oregon

ORIGINAL SIGNED BY GERALD WIMER

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

TO: D. H. Moehring
MAINTENANCE ENGINEER

SUBJECT: Kansas Method - PCC Pavement Patching
Hubbard Int. - Woodburn Sect.
Pacific Interstate Hiway

copy in mail 12-1

Attached is an April 17, 1975 report from Resident Engineer C. E. Payton describing the Kansas Method of PCC Pavement Patching that was utilized so successfully on the Hubbard Interchange - Woodburn Section.

Likely you will want to share this information with the other Regions and District Engineers. There has been some inquiry from Region I. Therefore, I am taking the liberty of forwarding a copy direct to Region Engineer Ed Hardt.

Also copies are being sent to each of this Region's District Engineers. We particularly need something of this nature tried on the PCC joints on the North Jefferson Junction-North Albany Section of the Pacific Interstate Highway. District Engineer Howard Johnson should consider such.

Mr. Payton is available for consultation.

NOTED
E. S. HUNTER

GWW:lb

cc: C. T. Keasey w/attachs.
Ed. Hardt "
Floyd Lacey "
Eldon Everton "
Howard Johnson "
C. E. Payton

Send copy to Coulter Hunter

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81 7.14.1010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

April 17, 1975

FILE: CCC 5
6th-1096

FROM: C E Payton
C.E. Payton, Resident Engineer

TO: C.O. Fredrickson, Region Engineer

SUBJECT: Hubbard Int.-Woodburn Int.
Pacific Highway
Marion and Clackamas Cos.
Contract No. 7693

PCC Patching

During original placement of the PCC pavement, involving one day's run, the contractor experienced intermittent vibrator failure. This resulted in a lack of consolidation of the concrete in the area that was not properly vibrated. The concrete finishers were using excess surface water in these areas and excess grout was pushed into the unvibrated areas. This resulted in longitudinal depressions that had to be repaired. The contractor requested using a grinder to taper these areas out. This was tried on two areas and due to lack of control of the grinder resulted in a larger area to be repaired. At this point the contractor prepared to patch these areas.

This office was advised that a Mr. Larue Telp of Kansas City, Kansas, had done considerable patching of PCC pavement and structural decks. A conference call involving Mr. G.F. Viner, Region II Construction Engineer, Mr. Larue Telp and myself was held. Some of the questions asked of Mr. Telp and his answers are listed below:

Question: What concrete mix do you use?
Answer: Standard concrete mix, 3/4" maximum aggregate recommended, also recommend using 7 to 8 sacks Type III cement per cubic yard, 0 to 1" slump.

Question: What method of compaction do you use?
Answer: Vibrator or use of an air tamper (pogo-stick) vibrating screed.

Question: Do you suggest painting the surface to be patched with epoxy?
Answer: They have better results using Type III cement and water slurry. (Mr. Telp does not recommend epoxy)

Question: What time lapse is recommended from completion of placement until traffic can run on the patch?
Answer: At an ambient temperature of 60° or higher 6 hours is the minimum, preferably 8 hours is ideal.

Question: What method of mixing do you recommend?
Answer: Portable concrete mixer.

The method of patching employed was to use OSH 7.5 sack Class "A", 5,000 PSI, 3/4" maximum structural concrete mix design and substituting Type III cement for the Type II cement. The water content was reduced to eliminate shrinkage and accelerate set, so traffic could utilize the patched area during non-daylight hours. This allows closing a lane of traffic at daylight and patching

Holbrook Int.- Peterson Int.
Pacific Highway
Marion and Clackamas Cos.
Contract No. 7693

PCC Patching

in the morning, curing (minimum six (6) hours) in the afternoon, and allowing traffic to run on the patched areas before dark to eliminate lane closure during night time.

The perimeter of the area to be patched was sawed to a minimum depth of two (2) inches.

The concrete within the saw cuts was removed with a jackhammer (maximum 60#) a minimum of two (2) inches in depth. Care was taken to minimize fracturing the concrete that was not to be removed. The patch was then blown out with compressed air. The surfaces were checked for fractured concrete and this material was removed with hand tools, to insure a bond to solid material.

The sides of the patch were then scrubbed with a wire brush and water to remove the concrete dust created by the sawing operation. This material was removed by again blowing with compressed air.

The entire area to be patched was then saturated with clean water, taking care to broom the standing water out of the pockets caused by the jackhammer. As the temperature increased it was necessary to wet repeatedly until a saturated condition could be attained.

A slurry of Type III cement and water was then applied to all surfaces (Surface area to be painted with the cement slurry should correspond with the size of concrete batched, to avoid drying of the painted surfaces).

A portable five (5) cubic foot mixer was used. To insure good mixing with this low slump concrete, a maximum of one sack batch (approximately 3½ cubic feet) was mixed each time. The quantities were as follows:

94# Type III cement
236# 3/4"-#4 aggregate
156# #4-0 sand
3.5 Gallons water (determined by trial during batching)

A minimum mixing time of three(3) minutes at twenty (20) rpm was used. On the trial batches all material was weighed for batching. Each ingredient was then added to the mixer by hand and the number of shovels full recorded for each ingredient. The remaining patches were mixed with this approximate method of measure and no variation in quality was readily visible.

The concrete was vibrated with a one (1) inch high speed vibrator, taking special care around the edges of the patch. Although the slump was less than one (1) inch, the vibrator brought enough grout to the surface that very little, if any, sprinkling was necessary to surface finish the concrete (considerable working of the concrete is required).

Hubbard Inc.-Lorraine Inc.
Pacific Highway
Marion and Clackamas Cos.
Contract No. 7693

PCC Patching

A light broom finish was applied immediately after finishing. Brooming must be done from the center of the patch toward the edge to avoid separation at the joint.

Shortly after brooming (15 minutes ±) the surface of the patches were sprayed with Hunt's curing compound.

A ½-inch slump is the minimum that could be properly consolidated and surface finished. A one (1) inch slump is wetter than needed so preferably a 3/4-inch slump appeared to meet the conditions we encountered. It is important to maintain a consistant slump.

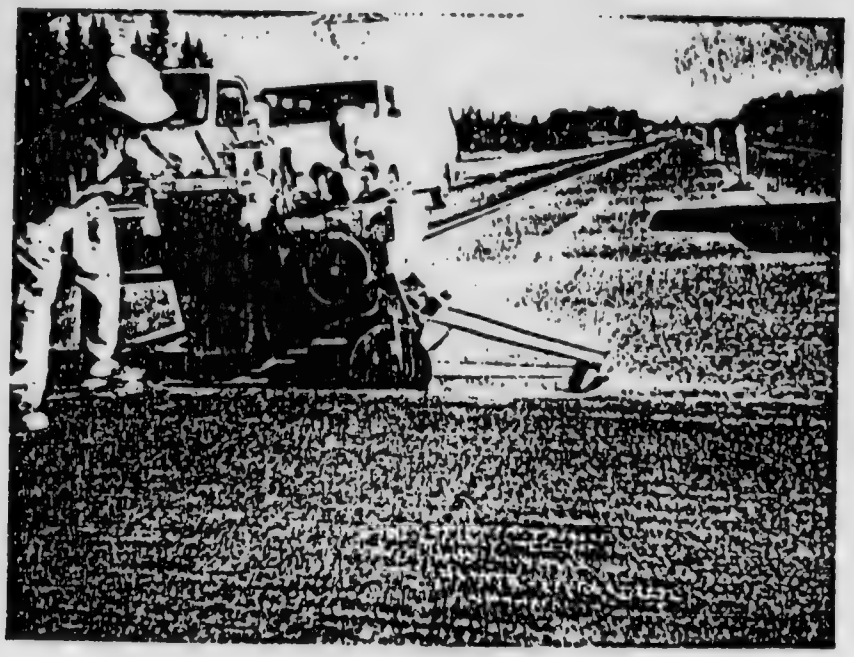
We observed the patches twelve (12) hours after traffic started running on them and there was no visual damage. The brooming also showed no signs of damage. We again visually checked these patches thirty-six (36) hours after traffic started running on them and still no visual damage. The patches were tested for bond with a rock hammer during this inspection. The ring (sound) of the new patches were surprisingly close to the adjacent concrete. (this testing was held to a minimum due to the age of the patch). The third visual inspection at sixty (60) hours resulted in some alarming discoveries as the two larger patches had developed hair line cracks, mapping type cracks and were showing minor shrinkage cracks around the perimeter of the patches. The patches were immediately painted with a Type III cement and water slurry to attempt to seal these cracks. For all practical purposes the cracks did seal and have remained sealed. These patches have been visually observed for the past eight months and have been periodically tested for bond with a rock hammer, and all indications at this time are that the patches are excellent.

We are also submitting with this report a series of pictures showing the different stages of the patching.

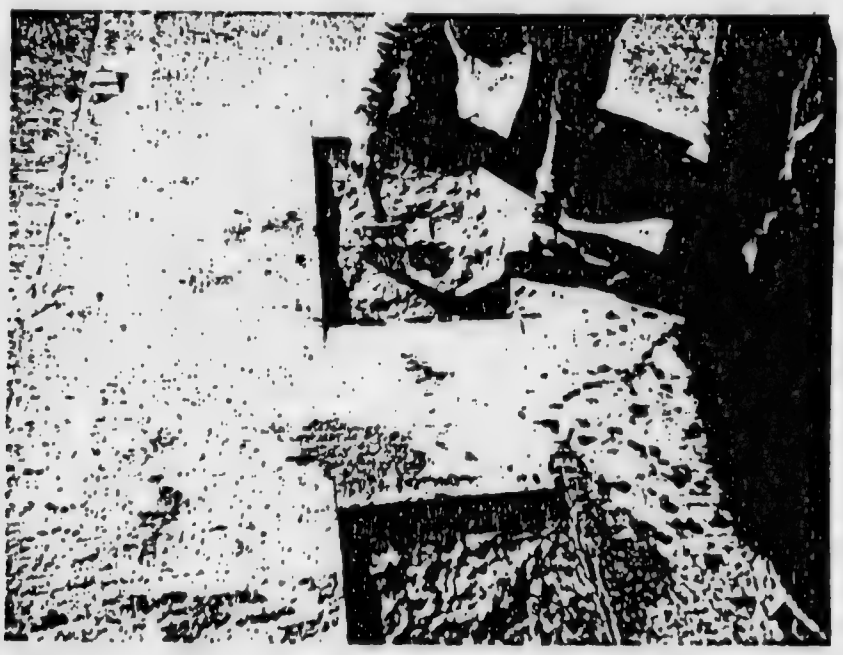
One patch was at a night joint and varied in width from 12-inches to 30-inches and was full depth of the PCC panel. This patch received the same treatment as the other patches and is functioning well at this time.

Hubb rd Int.-Woodburn Int.
Pacific Highway
Marion and Clackamas Cos.
Contract No. 7693

PCC Patching



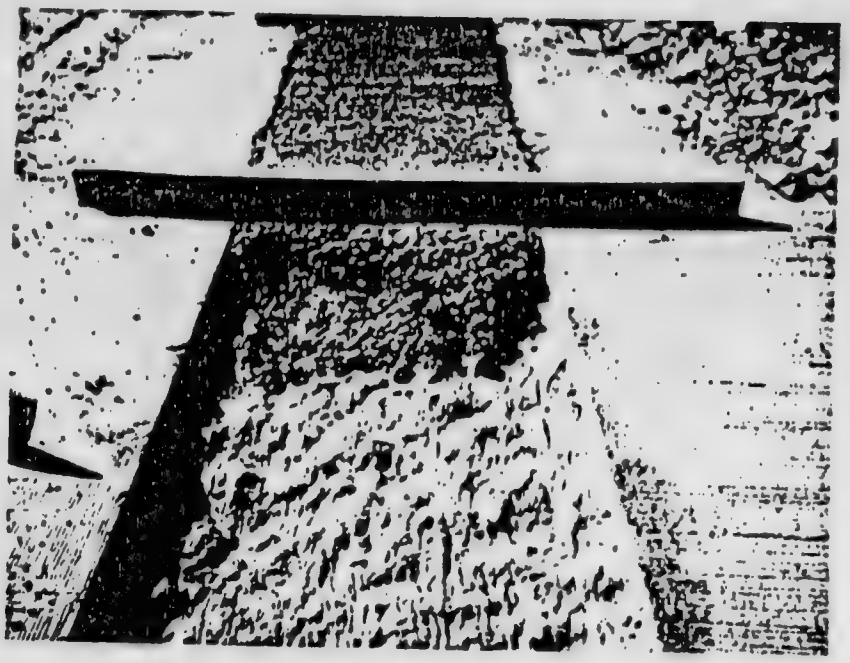
Concrete saw at the night joint. No visual surface problems but the joint consisted of one large rock pocket (lack of proper vibration).



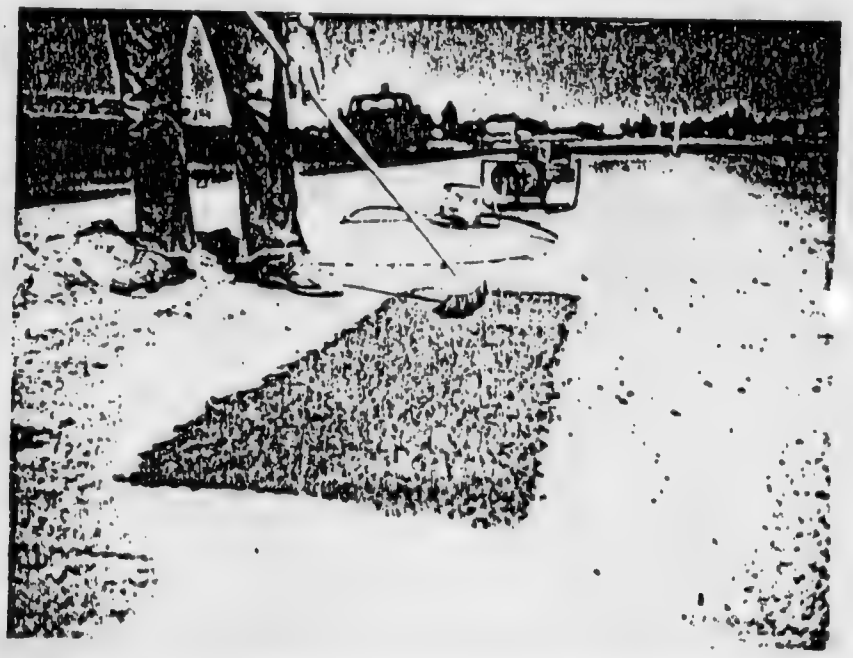
Top patch being painted with Type III cement and water slurry, bottom patch being saturated with clean water.

Subject: [illegible]
Pacific Highway
[illegible]
Contract No. 7613

FCC Patching



Placement of patching material and also shows painted surface and saturated concrete adjacent to the patch.



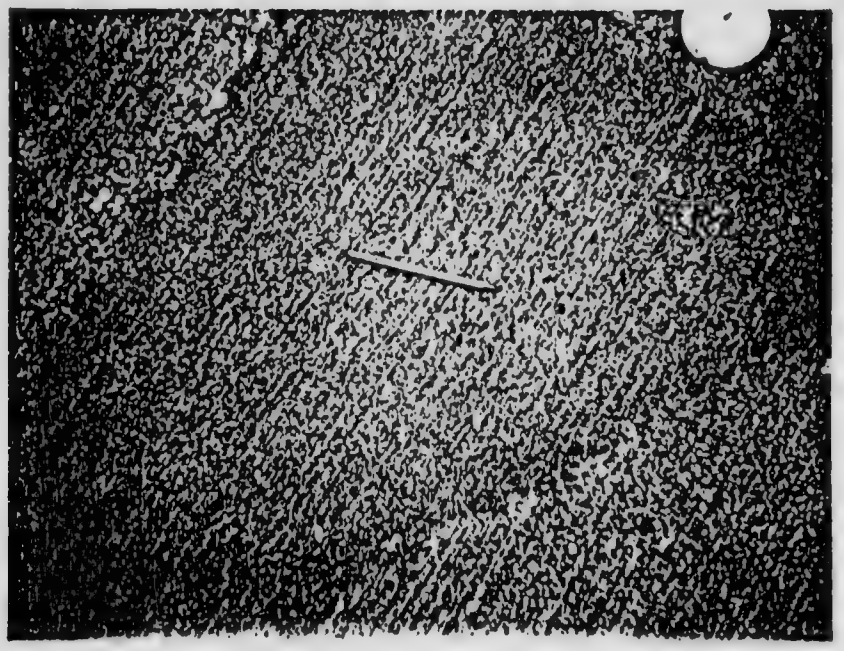
Grooming of the patch, starting in the center of the patch and grooming from new concrete to existing concrete.

CEF/ew

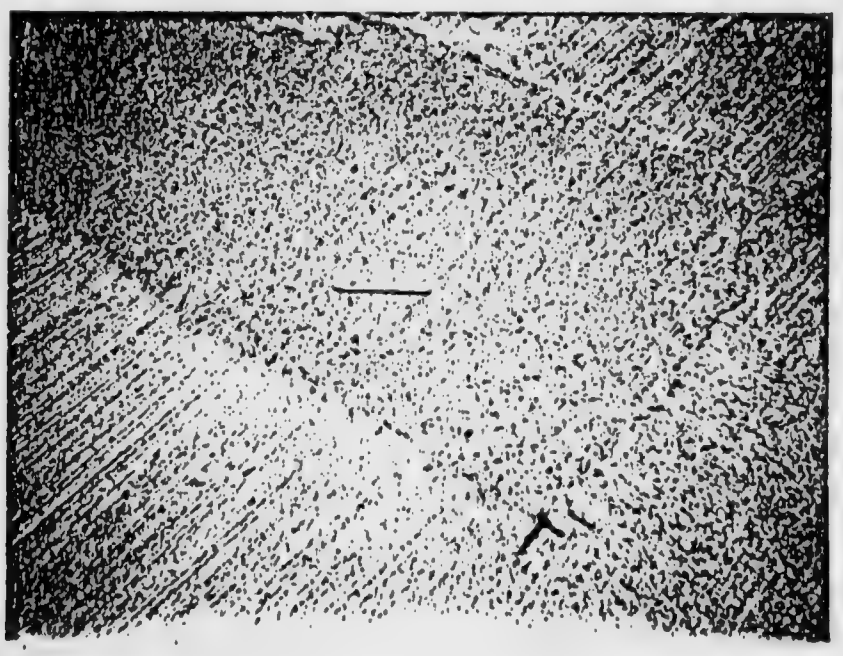
cc: File

National Corrugated Steel Pipe Co.
Pacific Highway
Marion and Clackamas Cos.
Contract No. 7693

PCC Patching



Night joint patch eight (8) months after installation.



Eight (8) month old patch that developed cracking at 60 hours and was sealed with Type III cement and water slurry.

7693

March 25, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Ave.
Portland, OR 97201

The Travelers Insurance Companies
1200 Sixth Ave.
Seattle, WA 98101

Attn: Mark S. Richardson
Account Analyst
Surety Dept.

Gentlemen:

On March 14, 1975, we wrote to you concerning release of final payment on Contract No. 7693 awarded to Andersen, Hannan, Rogers & Matich for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Final payment on this contract is $35,934.10 and the total contract amount is $11,181,348.34 including $398,512.30 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Andersen, Hannan, Rogers & Matich
3427 N.E. Halsey St.
Portland, OR 97213

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7693

FORM 81 7.14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 20, 1975

FILE: CON 5 #7693

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hubbard-Woodburn Section
Contract No. 7693
Early Phase Time Consideration

TO: G. W. Wimer
Regional Construction Engineer

NOTED
H. S. COULTER

Herewith some data I have put together in response to further consideration of the early phase time extension. This material was for use in seeking some perspective on the detour subgrade work at the three undercrossing structures in the early phase.

One obvious discrepancy in the contractor's request is that the 37 days (May 22 to June 28) alleged by the contractor includes 6 days already granted for 2 days strike time and 4 days stop work over Memorial weekend.

Another discrepancy is that lime was apparently used in subgrade before the June 28 date of the P.A. We checked the final estimate data on this item, but can't pinpoint dates of application. Grading diaries are still in the field. Please try to find dates of lime application on the detours involved here.

There does seem to have been slower progress during this time on the Donald structure which is one still involved in liquidated damages.

Can you add any pertinent information or interpretations concerning the above?

JAB:fr

Att.

cc: H. S. Coulter (w/att.)

RECEIVED
MAR 20 1975
District State Highway Engineer

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7693

Salem, Oregon
March 20, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hubbard-Woodburn Section
Contract No. 7693
Early Phase Time Consideration

TO: MEMO TO THE FILE

Discussion has focused on the possible time effect of the subgrade lime treatment work which was added by P.A. No. 8. The contractor requests 47 days on this reason derived as all the time from May 22, 1972 to June 28, 1972 (37 days) plus 10 days to perform the work on P.A. 8. A review of the Weekly Reports on the job progress during this early stage shows the following:

February 17, contract sent (there was no beginning of day count as the time on this contract is expressed by specific dates).

March 13, work started (traffic control signing).

March 21, Memo to the Files by Region Engineer Boyd (copy attached).

Week ending March 24, contractor worked 4 days installing construction signs at Crosby Road and Broadacres Road.

March 28, P.A. 22 covers increase in bid item for widening of detours for structure removal at Donald Road, Broadacres Road and Crosby Road, (relates to the note on the above mentioned March 21 memorandum).

Week of March 31, clearing crew worked 2 days clearing at Crosby Road. Other structure work underway at Fellers Road.

Week of April 7, work at Crosby and Broadacres, both closed to county road traffic April 4.

Week of April 14, piling work underway at Crosby and Broadacres. Old Crosby end spans removed. Breaking old Broadacres deck. Some sub-excavation and backfilling with imported rock at Crosby Road.

Week ending April 21, about the same. Donald Road closed April 20.

Week ending April 28, structure work continuing; base rock placed on detour at Crosby Road.

Week ending May 5, excavation at Donald Road detour started May 3. Piling work at Broadacres and Crosby.

Week ending May 12, old structure removal work at Crosby and Broadacres. Excavation for detours at Donald and Broadacres. Digging out soft spots at Crosby detour on May 9.

Week ending May 19, more old structure removal at Broadacres. Excavate and backfill soft spots in Crosby detour.

May 22, the starting date referred to by contractor for delay.

Week ending May 26, structure work at Crosby and Broadacres. Four days for stop work over Memorial Weekend have already been granted. (no mention of Donald).

June 2, work at all 3 structures. Lighting crew working on temporary illumination at Donald Road. Exc. soft spots in Crosby detour.

Week ending June 9, work at all 3 structures. Placing base rock and A.C. on Crosby detour.

Week ending June 16, structure work at Crosby and Broadacres. (no mention of Donald).

June 12, completed paving Crosby detour. (Mention of Operating Engineers going out on strike on Tuesday, June 13 and returning to work on Thursday, June 15 - 2 days already granted for this).

June 13, Lime Treated NB lanes at Broadacres detour.

Week ending June 23, Work on new Crosby and Broadacres structures. Removed old Broadacres Span 4. Hauling exc. to Donald approach rt.

June 22, grading to bluetops on Broadacres detour northbound.

June 23, hauling and placing PMAB on Broadacres detour (Apparently no structure activity at Donald).

June 28, date of P.A. 8 covering lime treatment of subgrade throughout the project as directed.

Week ending June 30, continued new structure work at Broadacres, Crosby, and at Donald. Place base rock on Broadacres detour, eastside, paved same. Also placed base rock and paved pier area at Crosby detour southbound.

All through June there were over 60 people working on the project.

Structure Progress - May 19 to June 30 - % Done

	Butteville		Fargo		Fellers	
	7795 A	7795 B	7796 A	7796 B	7799 A	7799 B
May 19	1	0	0	1	9	9
June 30	10	10	17	16	43	43

	Broadacres	Crosby	Donald
	7800 A U'xing	7801 A U'xing	7797 A U'xing
May 19	8	12	1
June 30	30	35	6 +

JAB:fr

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1972

To: MEMO TO THE FILES

SUBJECT: Detour Construction for
Bridge Removal
Hubbard Int-Woodburn Int Sec
Pacific Hwy

The request by Anderson to alter the detour pattern for the structure removal was discussed with Tom Edwards this date. Mr. Edwards' objections were to the introducing of the 8° curves into the alignment for the removal of the structures. After some discussion, it was decided that if the contractor merely forced the existing detour as shown on sheet 2D out and parallel to the existing centerline and paid for all the extra materials himself, there would be no objection to the alteration of the removal pattern. Mr. Bobby Johnson was informed of this pattern and requested to deal with the contractor. It is estimated that this will cost approximately $30,000. This cost will be borne entirely by the contractor for the alteration of the contract pattern.

J. B. Boyd
REGIONAL ENGINEER

JBB/km

cc Carroll Keasey
Bobby Johnson
Tom Edwards
A. E. Johnson

NOTED
A. E. JOHNSON

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3/27/72
Boyd will submit Price Agreement or instruction from Edwards + attempt to get Participation
3.21.72

BP*32475-734

7693

March 14, 1975

General Insurance Co. of America
Portland Service Office
1500 S.W. First Avenue
Portland, OR 97201

The Travelers Insurance Companies
Attention: Mark S. Richardson
Account Analyst
Surety Department
1200 Sixth Avenue
Seattle, Washington 98101

Gentlemen:

Contract No. 7693 awarded to Andersen, Hannan, Rogers and Matich for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties was completed on September 10, 1974, and accepted by the Administrator and State Highway Engineer on March 6, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 19, 1975.

You have been previously notified of claims filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

je

cc Andersen, Hannan, Rogers & Matich
3427 N.E. Halsey St.
Portland, Oregon 97213

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

CON-5-7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1975

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO F. B. Klaboe, Administrator
and State Highway Engineer

Letter written
3/14/75 - JS

FROM For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7693, Work Completed September 10, 1974

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific, Counties Marion and Clackamas

Type of Work Grade, Pave, Structures, Signing & Illumination

Contractor Anderson, Hannan, Rogers & Matich

Recommended Acceptance Date March 6, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED

STATE HIGHWAY ENGINEER

DATE: 3-12-75

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 4, 1975

FILE: CON 5 #7693

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Hubbard Int.-Woodburn Int.
Contract No. 7693
Unit "A", Second Request for
Time Extension

The contractor has requested reconsideration of his request for time extension on the early, or "A" phase of this project. His request is in the form of the December 23, 1974 letter which is attached, along with the field responses to it and our file covering the first request for extension on this phase. The "A" phase required completion of truck scale sites and the undercrossing structures at Donald Road, Broadacres Road and Crosby Road, all by November 30, 1972.

The first request resulted in a 22-day extension being approved which moved the completion date to December 22, 1972. The actual completion of record for the "A" phase is January 25, 1973, so there are 34 days liquidated damages still in effect at $300 per day. Crosby Road was reopened to traffic on December 5 and the Broadacres and Donald Road structures were both opened to traffic on January 25. It is therefore these latter two locations that determined completion and caused the liquidated damages to accrue.

The contractor requests reconsideration of two factors, the construction of the detours around the structure sites (this is the detours for freeway traffic where lime treatment of the subgrade was added by a change order) and additional allowance for the deck membrane waterproofing which was added to all three structures involved in this phase by Price Agreement No. 22 and E.W.O. No. 13. As you will note from the earlier file, the 4-day difference between our earlier recommendation and the FHWA approval relates to time involved in this waterproof membrane work. The FHWA approval letter dated December 18, 1973 comments specifically on this reason and in view of this letter and the lack of specific dates in the contractor's new submittal, I do not believe we have adequate basis to ask FHWA to review their position on this. Apparently they considered it pretty carefully before.

The detour construction reason gets into a judgment area. The contractor tries to utilize extra work which is in the record as reason for extension without offering specific dates, or very much in the way of a work schedule on the structures to bring out the real effect, if any, on the structures progress. Broadacres and Crosby were closed April 4, 1972 and Donald closed April 20. The real question here should

RECEIVED
MAR 4 1975

be whether there was adequate time to build the structures after the detour work was accomplished. No one has ever explained that. Surely there is logic to our earlier position that adding the lime treatment really expedited the accomplishment of the work overall. The detour change also deleted significant falsework cribbing which was in the plans.

In some situations, we would find January liquidated damages with a seasonal influence where paving work which is involved such as on the county roads up to the structures. It is difficult to show that in this case because we started out with a very late fall completion requirement. The time has already been extended to December. It is very questionable whether January paving time is any worse than December paving time, or even late November paving time in this location, so I don't believe that is a valid reason to try to exploit now.

Perhaps we could rationalize some from the standpoint that there was a four-part requirement on phase "A" and with the extended time as it now stands, this objective has been met on two parts. We are concerned with just two structures remaining. We certainly can't rationalize from the standpoint of engineering costs. The original authorization is overrun by about $236,000. Our engineering charges on this project now on the books are $1,048,000.00. We have had one increase in the project authorization, part of which was for engineering money.

I am therefore left without sufficient basis to prepare a proper request to FHWA for further time extension. The Deputy Highway Engineer asked me of the status of this time request last week and in the discussion, it was suggested a meeting with you to discuss this matter would be in order. I suggest we proceed in that direction.

JAB:fr

Att.

cc: Contract Payments (Room 407)

7693

February 28, 1975

Robert W. Straub
xxxxxxxxxxx

1071-D

Mr. M. A. Matich
Andersen-Hannan, Rogers and Matich
P. O. Box 390
Colton, California 92324

Dear Martin:

Hubbard Interchange-Woodburn Interchange
Pacific Highway, I-5
Contract 7693

Since receiving your February 11 letter enclosing a force account statement for the removal and replacement of steel from the roadbeds during the strike in 1973, I have done considerable research concerning this matter.

In November, 1973 when Al Johnson and I had breakfast with you and Jack during the AASHTO conference, you were concerned with payment for the above-mentioned steel (which was the original laydown of steel in the early part of June 1973) and the subsequent raising onto chairs, as well as payment for removal of other reinforcing steel. Since that time, I am advised that we have made payment to you for the later removal and storage of reinforcing steel in order that the northbound concrete pavement in place could be utilized.

You will recall that during the latter part of May, 1973 it was expected that there would be a strike prior to the time that all of the reinforcing steel laid out could be incorporated into the concrete paving. Your firm requested that I declare an emergency in order that paving could be continued to completion on this phase. On May 31, 1973 I issued such a declaration of emergency situation and on June 1, 1973 Governor McCall issued a letter to your firm and to Mr. Russ Joy requesting that work be continued at least until the reinforcing steel laid out had been incorporated into the pavement. On June 4, 1973 your firm issued a

telegram to Governor McCall stating that by copy of the telegram to Mr. Russ Joy, you were advising him of your willingness to resume work provided you were informed prior to 4 p.m. of that date of the removal of pickets. Apparently, Mr. Joy did not answer you by that designated time and subsequently, your firm indicated that because of their position in the Associated General Contractors, would not go back to work.

Following this action, a meeting was held in Governor McCall's office with Mr. Andersen and Jack Matich and I in attendance. It was pointed out that the close proximity of the reinforcing steel to the traveled way was a hazard and I indicated to Governor McCall that the steel should be laid flat on the ground and moved horizontally, and painted barrels installed along the edge for the protection of the motoring public. Governor McCall agreed that if this was acceptable to us, it would be acceptable to him and he ordered that your firm do this work at your sole expense. I advised Governor McCall that we felt the barrels would be needed subsequently at other places on the project and we felt we should pay for the barrels, and to this he agreed.

Your firm did remove the reinforcing steel from the chairs and laid it flat and later you reinstalled the steel in its proper position prior to paving in the southbound lanes, and it is this work which is covered by the force account statement which you submitted to me.

Subsequently, we ordered you to remove the reinforcing steel from the 2.6 miles at the south end of the northbound lanes and put it in storage at the scale house for reinstallation later. We have agreed to pay for this work and, in fact, have paid you on a price agreement and an extra work order.

In view of the above, and in view of the direction given by Governor McCall, we have no alternative but to deny your request for payment of the submitted force account statement.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc A. E. Johnson
H. S. Coulter
C. T. Keasey
Jack Sollis
C. O. Fredrickson
AEJ:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7693

Salem, Oregon

February 20, 1975

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Assignment AEJ 1071
Letter from Matich re
Cost of Steel Removal
During 1973 Strikes.
Hubbard-Woodburn Section
Contract No. 7693

The letter of February 11, 1975, from Martin Matich together with the Force Account Statements concerns the work done in moving the reinforcing steel back away from the travel lanes during the 1973 equipment operators and laborers strikes. This work was done, I believe, as a result of a meeting with Fred Klaboe, Jack Matich and Gov. McCall and it was my understanding that Mr. Matich was ordered to do the work at his own expense.

Subsequently, as you know, we did, later in the year, order that the remaining reinforcing steel on the southerly 2.7 miles of the northbound lanes be picked up and stored off the roadway. The cost of this work has been paid to the contractor.

Although I have heard that a conversation did occur between Martin and Jack Matich, Al Johnson and Mr. Klaboe in Los Angeles during the AASHO meeting there in 1973, I do not know what was said and I am at a loss as to how to respond to Mr. Matich's claim.

I believe Mr. Klaboe and Mr. Johnson should be consulted as to an appropriate reply to Mr. Matich.

CTK:fr

cc: C. O. Fredrickson (w/att.)

cy Sallie
2-28-75

RECEIVED
FEB 20 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG:
FEB 18'75
REFER TO
FOR
RECEIVED
FEB 19 1975
Office of
Assistant State Highway Engineer

February 11, 1975

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Fred:

As per my telephone conversation this morning, I am enclosing copies of a Force Account Statement concerning work for the removal and replacement of steel that we were ordered to remove from the roadbeds during the strike in 1973.

In November 1973 you, Al Johnson, Jack and I had breakfast at the Statler Hotel in Los Angeles during the AASHO Conferences. We discussed this matter and I believe you indicated you would give consideration to this matter.

We did submit this request for payment in September 1973 in the amount of $9,041.11. The Resident Engineer's office corrected the total to $8,805.46 but did not make payment.

I was in Woodburn and Salem last week and I believe we resolved all other items in which Matich is involved, except this one, which I did not go into with either Mr. Payton or Mr. Fredrickson, except to say that I wanted to refer this to you and Al for consideration.

I feel we are entitled to payment as we did the work at the direction of State forces. I will accept your decision in this matter.

Sincerely,

Andersen-Hannan, Rogers and Matich

By: M. A. Matich

MAM:bb
cc: Mr. A. E. Johnson

C4 Solicited Fred/Fredrickson 2.28.75

These are costs for picking up steel and lay it back down on S.B. lanes when they attempted to pave w/ supervising personnel

FORM NO. E-285

OREGON STATE HIGHWAY DIVISION

FORCE ACCOUNT STATEMENT

1. DATE: 8-29-73

2. CONTRACT NO.: 7693

3. EXTRA WORK ORDER NO.:

4. NAME AND ADDRESS OF CONTRACTOR:
MATICH CORPORATION
P.O. Box 390
COLTON, CALIF. 92324

5. DESCRIPTION OF WORK:
Special maintenance for the benefit of the traveling Public ordered by the Engineer

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
	6-11-73 to 6-16-73	$ ✓ 2371.55	
	7-3-73 to 7-5-73	$ ✓ 2253.40	
	7-6-73 to 7-7-73	$ ✓ 3354.20	
		$	
		$	$ 7979.15
7. EQUIPMENT RENTALS			
	6-11-73 to 6-16-73	$ ✓ 200.10	
	7-3-73 to 7-5-73	$ ✓ 99.36	
	7-6-73 to 7-7-73	$ ✓ 62.39	
		$	
		$	$ 361.85
8. MATERIALS AND SUPPLIES			
	7-3-73 to 7-5-73	$ ✓ 56.06	
	7-6-73 to 7-7-73	$ ✓ 273.21	
		$	
		$	
		$	$ 273.21
9. TRANSPORTATION SUBSISTENCE, ETC.			
	6-11-73 to 6-16-73	$ ✓ 294.65	
	7-3-73 to 7-5-73	$ ✓ 104.65	
	7-6-73 to 7-7-73	$ ✓ 27.60	
		$	
		$	$ 426.90
		TOTAL AMOUNT	$ ~~9041.11~~

APPROVED – RESIDENT ENGINEER	10. PREFIX NO.	11. SIGNATURE: State total 8805.46.
APPROVED— DIVISION ENGINEER	12. SIGNATURE	

SP*22457-734

FORM E-383-D

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE

TRAVEL, SUBSISTENCE ALLOWANCE, EXPENSES, ETC.

1. DATE: 8-29-73	2. FOR THE PERIOD FROM: 7-6-73 TO 7-7-73
3. CONTRACT NO.: 7693	4. EXTRA WORK ORDER NO.:
5. NAME AND ADDRESS OF CONTRACTOR: MATICH CORP. P.O. Box 390 Colton CALIF. 92324	6. DESCRIPTION OF WORK: Special maintenance for the benefit of the traveling public Ordered by the Engineer

INSTRUCTIONS:

—SUBMIT IN DUPLICATE.
—LIST FLAGMEN ON SEPARATE INVOICES.
—IF "OTHER EXPENSES" ARE CLAIMED IN ITEM 9, ATTACH RECEIPTS OR JUSTIFICATION.
—TOTAL AMOUNT DUE FOR FLAGMEN WILL BE ENTERED IN ITEM 11.
—TOTAL AMOUNT DUE ALL OTHERS WILL BE ENTERED IN ITEM 12.

	NAME OF EMPLOYEE	UNION AFFILIATION	ZONE	NO. OF DAYS	RATE	AMOUNT
1	W. DUFFY	—		1½	16	$ 24 00
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
7.	TOTAL					$ 24 00

8. OTHER TRANSPORTATION EXPENSES—FERRIES, TOLL BRIDGES, ETC. (RECEIPTS ATTACHED)	$ —
9. OTHER EXPENSES—SPECIFY (ATTACH ADDITIONAL SHEETS IF NECESSARY)	$ —
10. TOTAL TRANSPORTATION, SUBSISTENCE ALLOWANCES AND EXPENSES	$ 24 00
11. CONTRACTORS PERCENTAGE ALLOWANCE (15 % x ITEM 10) FOR FLAGMEN—ENTER 87.5% FOR OTHERS—ENTER 15%	$ 3 60
12. TOTAL AMOUNT DUE FOR ALL EXCEPT FLAGMEN (ITEM 10 + ITEM 11)	$ 27 60

SP*68710-734

FORM 82659

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
MATERIALS AND SUPPLIES

1. DATE: 8-28-73
PAGE 1 OF 1
2. CONTRACT NO.: 7693
3. EXTRA WORK ORDER NO.:

4. NAME AND ADDRESS OF CONTRACTOR
MATICH CORPORATION
P.O. Box 390
Colton Calif 92324

5. DESCRIPTION OF WORK
Special Maintenance for the benefit of the traveling public Ordered by the Engineer

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED July 31 1973

REC. NO.	NAME OF SUPPLIER	PER ATTACHED RECEIPTS AMOUNT
(1)	Coast to Coast Stores - Pliers -	$ 8 75
(2)	Woodburn Lumber Co. - Pliers	19.82
(3)	Salem Hardware Pliers	36.00
(4)	#16 Wire 3 - Boxes @ $15.00 /ea.	45.00
(5)	Chains 1600 ea @ 8.00/c	128.00
(6)		
(7)		
(8)		
(9)		
(10)		
(11)		
(12)		
(13)		
(14)		
(15)		
(16)		
(17)		
(18)		
(19)		
(20)		

6. TOTAL AMOUNT	$ 237.57
7. CONTRACTOR'S PERCENTAGE ALLOWANCE— 15 % OF TOTAL AMOUNT (LINE 6)	$ 35.64
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE	$ 273.21

FORM E 735 D

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE

TRAVEL, SUBSISTENCE ALLOWANCE, EXPENSES, ETC.

1. DATE: 8-29-73

2. FOR THE PERIOD FROM: 6-11-73 TO 6-16-73

3. CONTRACT NO.: 7693

4. EXTRA WORK ORDER NO.:

5. NAME AND ADDRESS OF CONTRACTOR:
MATICH CORPORATION
P.O. Box 390
COLTON CALIF. 92324

6. DESCRIPTION OF WORK:
Special maintenance for the benefit of the traveling public ordered by the Engineer

INSTRUCTIONS:
—SUBMIT IN DUPLICATE.
—LIST FLAGMEN ON SEPARATE INVOICES.
—IF "OTHER EXPENSES" ARE CLAIMED IN ITEM 9, ATTACH RECEIPTS OR JUSTIFICATION.
—TOTAL AMOUNT DUE FOR FLAGMEN WILL BE ENTERED IN ITEM 11.
—TOTAL AMOUNT DUE ALL OTHERS WILL BE ENTERED IN ITEM 12.

	NAME OF EMPLOYEE	UNION AFFILIATION	ZONE	NO. OF DAYS	RATE	AMOUNT
1	O. MOE	Laborers		3	5.00	$ 15.00
2	G. ZOPPI	Laborers		3	5.00	15.00
3	D. PETERSON	Laborers		3	5.00	15.00
4	J. MOSHER	Laborers		1	5.00	5.00
5	W. TUCKER	TEAMSTERS		3	6.50	19.50
6	W. DUFFY	—		3	16.00	48.00
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
					7. TOTAL	$ 117.50

W. DUFFY Air transportation Ontario, Calif - Portland Ore - Retur 8. OTHER TRANSPORTATION EXPENSES—FERRIES, TOLL BRIDGES, ETC. (RECEIPTS ATTACHED)	$ 138.72
9. OTHER EXPENSES—SPECIFY (ATTACH ADDITIONAL SHEETS IF NECESSARY)	$ — —
10. TOTAL TRANSPORTATION, SUBSISTENCE ALLOWANCES AND EXPENSES	$ 256.22
11. CONTRACTORS PERCENTAGE ALLOWANCE (15 % x ITEM 10) FOR FLAGMEN—ENTER 87.5% FOR OTHERS—ENTER 15%	$ 38.43
12. TOTAL AMOUNT DUE FOR ALL EXCEPT FLAGMEN (ITEM 10 + ITEM 11)	$ 294.65

SP*887.10-734

FORM E-335-A
REV. 12-71

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED JUNE 30 19 73

NAME AND ADDRESS OF CONTRACTOR
MATICH CORPORATION
P.O. Box 390
COLTON, CALIF 92324

2 DESCRIPTION OF WORK
Special maintena
benefit of the trav
Ordered by the E

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
(1) W. DUFFY.	GEN. SUPT. **	OT																							
		ST											11½	9	9½										
(2) W. Tucker	FOREMAN Teamster	OT											3½	1	1½										
		ST											8	8	8										
(3) O. Moe	Laborer - Union	OT											3½		1										
		ST											8	8	8										
(4) R. Cousens	Laborer *	OT													1										
		ST											7½	8	8										
(5) G. Zoppi	Laborer - Union	OT											3½		1										
		ST											8	8	8										
(6) D. Peterson	Laborer - Union	OT											3½		1										
		ST											8	8	8										
(7) D. Hasse	Laborer +	OT													1										
		ST											6½	8	8										
(8) R. Burkson	Laborer *	OT													1										
		ST											3½	8	8										
(9) J. Mosher	Laborer - Union	OT																							
		ST											2												
(10)		OT																							
		ST																							
(11)		OT																							
		ST																							

VACATION PAY

* Includes fringe benefits of 1½ P.H.W.

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8 F. I. C. A —SOCIAL SECURITY		5.85 %
9 ACCIDENT INSURANCE—BASE RATE	9.15 %	
10. LESS REDUCTION RATE	— %	9.15 %
11. OREGON UNEMPLOYMENT COMPENSATION	2.70 %	
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.50 %	3.20 %
13 TOTAL TAXES AND INSURANCE ON PAY ROLL		18.20 %

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)

CRAFT	
15. Laborers	
16. Teamsters	
17.	

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17

19. CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X

20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LA

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHE
** "FRINGE BENEFITS" INCLUDES HEALTH AND WELFARE, PENSIONS, APPRENTICE TRAINING, C.I.A.F. ETC.

2 DESCRIPTION OF WORK: Special maintenance for the benefit of the traveling Public Ordered by the Engineer

3 DATE: 8-29-

PAGE 1 OF 1

4 CONTRACT NO: 7693

5 EXTRA WORK ORDER NO:

6 7 8 9 10	11 12 13	14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
	11½ 9 9½		30	9.091	$ 272.73	$ 272.73
	3½ 1 1½		6	10.975	65.25	
	8 8 8		24	7.50	180.00	245.25
	3½ 1		4½	8.651	38.93	
	8 8 8		24	5.85	140.40	179.33
	1		1	8.98	8.98	
	7½ 8 8		23½	6.35	149.23	158.21
	3½ 1		4½	8.651	38.93	
	8 8 8		24	5.85	140.40	179.33
	3½ 1		4½	8.651	38.93	
	8 8 8		24	5.85	140.40	179.33
	1		1	8.98	8.98	
	6½ 8 8		22½	6.35	142.88	151.86
	1		1	8.98	8.98	
	3½ 8 8		19½	6.35	123.53	132.81
	2		2	5.85	11.70	11.70
		Laborers	87.5	0.25		21.88
		Teamsters	30.0	1.00		30.00

6 TOTAL HOURS	216	7 TOTAL LABOR: $ 1562.43
TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)	.1820 × 1562.43	$ 284.36

CRAFT	*FRINGE BENEFIT TOTAL	NO OF HOURS	AMOUNT	
Laborers	1.00	87.5	87.50	
Teamsters	1.40	30.0	42.00	
				$ 129.50

TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17	$ 1976.29
CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X ITEM 18) FLAGMEN ONLY ENTER 60% FOR ALL OTHER LABOR—ENTER 20%	$ 395.26
TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN	$ 2371.55

*ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN THIS ... APPRENTICE TRAINING, C I A F ETC

FORM E-3936

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED JUNE 30 19 73

1. NAME AND ADDRESS OF CONTRACTOR
MATICH CORPORATION
P.O. Box 390
Colton, Calif, 92324

2. DESCRIPTION OF WORK
Special maintenanc
benefit of the trave
Ordered by the En

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	2
(1)	Automobile - rental												5/11	9	5/9										
(2)	Pickup Truck #99	3/4 ton											5/11	9	5/9										
(3)																									
(4)																									
(5)																									
(6)																									
(7)																									
(8)																									
(9)																									
(10)																									
(11)																									
(12)																									
(13)																									
(14)																									
(15)																									
(16)																									
6.	TOTAL RENTAL																								

7. CONTRACTOR'S PERCENTAGE ALL

8. TOTAL AMOUNT (ITEM 6 + ITEM 7

2. DESCRIPTION OF WORK

Special maintenance for the benefit of the traveling public Ordered by the Engineer

3 DATE: 8-29-73

PAGE 1 OF 1

4 CONTRACT NO. 7693

5 EXTRA WORK ORDER NO.

4

6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
					11 5/7	9	9 5/7																			30	2.70	$ 81 00
					11 5/7	9	9 5/7																			30	3.10	93 00
																											$ 174 00	

7. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 6)	$ 26 10
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	$ 200 10

FORM E-383-A
REV. 12-71

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR—

NAME AND ADDRESS OF CONTRACTOR: MATICH CORP
P.O Box 340
Colton, Oreg. 97017

2 DESCRIPTION OF WORK: SPECIAL maintens
benefit of the hi
Endorsed by

FOR THE PERIOD ENDED: July 31 1973

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	J. Lillers	Laborer *	OT							6.5															
			ST						9.5																
2	J. Johnson	Laborer *	OT							6.5															
			ST						9																
3	W. DUFFY	GEN. SUPT	OT																						
			ST						11	6.5															
4	F. JEANNIS	Laborer *	OT							6.5															
			ST																						
			OT																						
			ST																						
6			OT																						
			ST																						
7			OT																						
			ST																						
8			OT																						
			ST																						
9			OT																						
			ST																						
10			OT																						
			ST																						
11			OT																						
			ST																						

VACATION PAY —

* Wage rate includes fringe benefits of $1.07 PHW

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8 F. I. C. A.—SOCIAL SECURITY		5.85 %	
9 ACCIDENT INSURANCE—BASE RATE	9.15 %		
10 LESS REDUCTION RATE	— %	9.15 %	
11 OREGON UNEMPLOYMENT COMPENSATION	2.70 %		
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.50 %	3.20 %	
13 TOTAL TAXES AND INSURANCE ON PAY ROLL		15.20 %	

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)

CRAFT

15.

16.

17.

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17

19 CONTRACTOR'S PERCENTAGE ALLOWANCE (20

20 TOTAL AMOUNT DUE (ITEM 18 * ITEM 19) FOR AL

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FOR
* FRINGE BENEFITS INCLUDES HEALTH AND WELFARE PENSIONS APPRENTICE TRAINING C I A F ETC

2 DESCRIPTION OF WORK: Special maintenance forme

3 DATE: 8-27-73 PAGE 3 OF 5

4 CONTRACT NO

Extension of the time 3 days

5 EXTENSION ORDER NO

Ending on 5th sheet

4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
6½ 9½				$ 112.00
6½ 9				115.24
6½ 11				117.00
6½ 6½				110.16
	55½		This sheet #	450.49
	119		Sheet #	837.48
ge benefits of $1.07 PHW	127½		Sheet #1	1076.69

	6 TOTAL HOURS 322	7 TOTAL LABOR	$ 2364.65
14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) .1820 x 2364.65			$ 430.37

CRAFT	*FRINGE BENEFIT TOTAL	NO. OF HOURS	AMOUNT
15.			
16.			
17.			
			$ —

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17	$ 2795.02
19 CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X ITEM 18) FLAGMEN ONLY—ENTER 60% FOR ALL OTHER LABOR—ENTER 20%	$ 559.00
20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN	$ 3354.02

NTERED IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19
ENSIONS APPRENTICE TRAINING C I A F ETC

FHWA E-705-B

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR—

NAME AND ADDRESS OF CONTRACTOR
MATICH CORP
P.O. Box 390
Colton, Calif 92324

2 DESCRIPTION OF WORK
SPECIAL Maintenan
Contract or Job No.
Entered on the

E THE PERIOD ENDED JULY 31 1973

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
F TEMPLETON	Laborer	OT						10															
		ST																					
F SAENZ	Laborer	OT																					
		ST						5															
L MENDEZ	Laborer	OT																					
		ST						7½															
C SANTOYA	Laborer	OT							6½														
		ST						7½															
F Rodriguez	Laborer	OT							6½														
		ST						7½															
C Hoith	Laborer	OT							6½														
		ST						9															
S. LAMPRECHT	Laborer	OT							6½														
		ST						9															
B. Beck	Laborer	OT																					
		ST						9															
G. Krupa	Laborer	OT																					
		ST						7															
E. Z. ASTOUFI-	Laborer	OT							6½														
		ST						6															
J. ROTH.	Laborer	OT																					
		ST						9															
VACATION PAY	ALL WAGES INCLUDE $1.07 PHW Fringe Be																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

F I C A —SOCIAL SECURITY		%	
ACCIDENT INSURANCE—BASE RATE	%		
LESS REDUCTION RATE	%	%	
OREGON UNEMPLOYMENT COMPENSATION	%		
ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	%	
TOTAL TAXES AND INSURANCE ON PAY ROLL		%	

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM

CRAFT

15.

16.

17.

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17

19 CONTRACTOR'S PERCENTAGE ALLOWANCE (

20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FO
* FRINGE BENEFITS INCLUDES HEALTH AND WELFARE, PENSIONS, APPRENTICE TRAINING C I A F, ETC

	2 DESCRIPTION OF WORK	8 DATE	PAGE
	SPECIAL Maintenance for the	8-24-63	2 OF 3
	Receipt of the Houston Ducks	4 CONTRACT NO T-13	
224	Ordered by the Engineer	5 EXTRA WORK ORDER NO	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
10	[illegible]		[illegible]	$ [illegible]
5	[illegible]		[illegible]	91.60
7½	[illegible]		[illegible]	47.60
6½ 7½	[illegible]		[illegible]	105.56
6½ 7½	[illegible]		[illegible]	105.56
6½ 9	[illegible]		[illegible]	115.04
6½ 9	[illegible]	[illegible]	[illegible]	115.04
9	3	6.32	[illegible]	56.88
7	7	[illegible]	[illegible]	44.24
6½ 6	6½	[illegible]	[illegible]	96.09
9	9	6.32	56.88	56.88
INCLUDE $1.07 PHW Fringe Benefits				

	8 TOTAL HOURS 119	7 TOTAL LABOR	$ 837.48
14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)			$ Carry to Sheet 3/3

CRAFT	*FRINGE BENEFIT TOTAL	NO OF HOURS	AMOUNT
15.			
16.			
17.			$
18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17			$
19 CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 18)		FLAGMEN ONLY—ENTER 60% FOR ALL OTHER LABOR—ENTER 20%	$
20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN			$

ERED IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19
SIONS, APPRENTICE TRAINING C I A F , ETC

FORM E-365-A
REV. 1971

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR—

NAME AND ADDRESS OF CONTRACTOR
MATICH CORPORATION
P.O. Box 390
COLTON, CALIF 92324

2 DESCRIPTION OF WORK
Special maint
contract of the
Public Interest

FOR THE PERIOD ENDED JULY 31 1973

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	J. Kelley	Laborer	OT							6½															
			ST						9½																
2	P. Altolter	Laborer	OT							4															
			ST						4½																
3	G. McDonald	Laborer	OT							6½															
			ST						8																
4	L. McDonald	Laborer	OT							6½															
			ST						9																
	E. Boring	Laborer	OT							6½															
			ST						5½																
6	D. Fyock	Laborer	OT																						
			ST						4½																
7	A Aman	Laborer	OT							6½															
			ST						6½																
8	A. Molina	Laborer	OT							6½															
			ST						11																
9	D. Flores	Laborer	OT							6½															
			ST						11																
10	A Cuellar	Laborer	OT																						
			ST						11																
11	R. Bechtel	Laborer	OT							5½															
			ST						10																

VACATION PAY

All wages include $1.07 PHW Fringe benefits.

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8 F. I. C. A.—SOCIAL SECURITY		%
9 ACCIDENT INSURANCE—BASE RATE	%	
10 LESS REDUCTION RATE	%	
11 OREGON UNEMPLOYMENT COMPENSATION	%	
12 ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	%
13 TOTAL TAXES AND INSURANCE ON PAY ROLL		%

See Sheet 3 of 3

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)

CRAFT
15.
16.
17.

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17

19 CONTRACTOR'S PERCENTAGE ALLOWANCE (%

20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FOR OTH
* FRINGE BENEFITS INCLUDES HEALTH AND WELFARE, PENSIONS APPRENTICE TRAINING C I A F ETC

ZATION	2 DESCRIPTION OF WORK: Special maintenance for the benefit of the traveling public	3 DATE: 8-21-19	PAGE 1 OF
		4 CONTRACT NO: 7677	
2324		5 EXTRA WORK ORDER NO	

5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
	9	6½																									9½	[illegible]	[illegible]	$ 113.00
	4½	4																									4	[illegible]	[illegible]	49.19
	8	6½																									8½	[illegible]	[illegible]	105.12
	9	6½																									9½	[illegible]	[illegible]	1.372
	5½	6½																									5½	[illegible]	[illegible]	111.99
	4½																										7½	[illegible]	[illegible]	22.14
	6½	6½																									6½	[illegible]	[illegible]	99.24
	11	6½																									5½	[illegible]	[illegible]	127.68
	11	6½																									5½	3.740	50.16	127.68
	11																										11	[illegible]	[illegible]	69.52
	10	5½																									5½	8.45	49.21	112.41
																											10	[illegible]	63.20	
PNW Fringe benefits.																														—

	6 TOTAL HOURS: 147½	7 TOTAL LABOR	$ 1076.68
14 TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)			$ Carry to sheet 3/3

CRAFT	*FRINGE BENEFIT TOTAL	NO OF HOURS	AMOUNT
16.			
17.			

$

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17 — $

19 CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 18 — FLAGMEN ONLY—ENTER 60% / FOR ALL OTHER LABOR—ENTER 20% — $

20 TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN — $

* IN ITEM 18 TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19
INS APPRENTICE TRAINING C I A F ETC

FORM E-383C

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED July 31 1973

1 NAME AND ADDRESS OF CONTRACTOR
Marich Corp
P.O. Box 370
Salter Oreg 97377

2 DESCRIPTION OF WORK
Special maintenance
benefit of the travel
from [illegible] the Sa

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY
(1) P.U. Truck # 109	3/4 ton
(2)	
(3)	
(5)	
(6)	
(7)	
(8)	
(9)	
(10)	
(11)	
(13)	
(14)	
(15)	
(16)	
6 TOTAL RENTAL	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
					11	45																	

7 CONTRACTOR'S PERCENTAGE ALLOW

8 TOTAL AMOUNT (ITEM 6 + ITEM 7)

2 DESCRIPTION OF WORK

Social Insurance - for the benefit of the Housing Pool of Private Enterprise

3 DATE 9-27-73

PAGE OF 1

4 CONTRACT NO 7673

5 EXTRA WORK ORDER NO

10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

HOURS	RATE	AMOUNT
175	31¢	$ 54.25
		$ 54.25
7 CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 6)		$ 8.14
8 TOTAL AMOUNT (ITEM 6 + ITEM 7)		$ 62.39

FORM E 735 D

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOI

TRAVEL, SUBSISTENCE ALLOWANCE, EXPENSES, ETC.

1. DATE: 8-29-73
2. FOR THE PERIOD FROM: 7-3-73 TO 7-5-73
3. CONTRACT NO.: 7693
4. EXTRA WORK ORDER NO.:

5. NAME AND ADDRESS OF CONTRACTOR:
Gilmore Steel Contractors
P.O. Box 330
Vancouver, Wn. 98660

6. DESCRIPTION OF WORK:
Special maintenance for the benefit of the traveling Public Ordered by the Engineer

INSTRUCTIONS:
—SUBMIT IN DUPLICATE.
—LIST FLAGMEN ON SEPARATE INVOICES.
—IF "OTHER EXPENSES" ARE CLAIMED IN ITEM 9, ATTACH RECEIPTS OR JUSTIFICATION.
—TOTAL AMOUNT DUE FOR FLAGMEN WILL BE ENTERED IN ITEM 11.
—TOTAL AMOUNT DUE ALL OTHERS WILL BE ENTERED IN ITEM 12.

	NAME OF EMPLOYEE	UNION AFFILIATION	ZONE	NO. OF DAYS	RATE	AMOUNT
1	C. Smith	Ironworkers		2	4.00	$ 8 —
2	D. Harris	✓		2	11.00	22 —
3	R Hogue	✓		2	4.00	8 —
4	R. McKenzie	✓		2	4.00	8 —
5	N. Adams	✓		2	4.00	8 —
6	C. Carroll	✓		2	4.00	8 —
7	J. Dewey	✓		1	4.00	4 —
8	N. McGuire	✓		1	4.00	4 —
9	A. Jenkins	✓		1	4.00	4 —
10	E Cristenson	✓		1	4.00	4 —
11	J. Obanski	✓		1	4.00	4 —
12	E. Brice	✓		1	4.00	4 —
13	H. Gruendeman	Laborer		2	2.50	5.00
14						
15						
16						

7. TOTAL	$	91 00
8. OTHER TRANSPORTATION EXPENSES—FERRIES. TOLL BRIDGES. ETC. (RECEIPTS ATTACHED)	$	—
9. OTHER EXPENSES—SPECIFY (ATTACH ADDITIONAL SHEETS IF NECESSARY)	$	—
10. TOTAL TRANSPORTATION. SUBSISTENCE ALLOWANCES AND EXPENSES	$	91 00
11. CONTRACTORS PERCENTAGE ALLOWANCE (15 % x ITEM 10) FOR FLAGMEN—ENTER 57.8% FOR OTHERS—ENTER 15%	$	13 65
12. TOTAL AMOUNT DUE **FOR ALL EXCEPT FLAGMEN** (ITEM 10 + ITEM 11)	$	104 65

SP*68710-734

FORM E3659

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
MATERIALS AND SUPPLIES

1. DATE: 8-29-73
PAGE 1 OF 1
2. CONTRACT NO.: 7693
3. EXTRA WORK ORDER NO.:

4. NAME AND ADDRESS OF CONTRACTOR
Gilmore Steel Contractors,
P.O. Box 330
Vancouver Wn 98660

5. DESCRIPTION OF WORK
Special maintenance for the benefit of the traveling Public Ordered by the Engineer

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED July 31 1973.

REC. NO.	NAME OF SUPPLIER	PER ATTACHED RECEIPTS AMOUNT
(1)	#16 Wire - 3 1/4 Boxes @ 15.00/Box - Warehouse	$ 48.75
(2)		
(3)		
(4)		
(5)		
(6)		
(7)		
(8)		
(9)		
(10)		
(11)		
(12)		
(13)		
(14)		
(15)		
(16)		
(17)		
(18)		
(19)		
(20)		
6. TOTAL AMOUNT.		$ 48.75
7. CONTRACTOR'S PERCENTAGE ALLOWANCE—15 % OF TOTAL AMOUNT (LINE 6)		$ 7.31
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE		$ 56.06

:-283-A
:-71

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR—

NAME AND ADDRESS OF CONTRACTOR
Gilmore Steel Contractors
P.O. Box 330
Vancouver, Wn 98660

2 DESCRIPTION OF WORK
Special maint
benefit of the
Ordered by the

THE PERIOD ENDED July 31 19 73

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
C. Smith	Ironworker 4man	OT					2																
		ST			6		8																
D. Harris	" "	OT					2																
		ST			6		8																
R Hoque	Ironworker	OT					2																
		ST			6		8																
R. McKenzie	"	OT					2																
		ST			6		8																
N. Adams	Ironworker 4man	OT					2																
		ST			6		8																
C. Carroll	Ironworker	OT					2																
		ST			6		8																
H. Gruendeman	Laborer	OT					2																
		ST			6		8																
J. Dewey	Ironworker	OT					2																
		ST					8																
N. Mc Guire	"	OT					1½																
		ST					8																
A. Jenkins	"	OT					1½																
		ST					8																
E. Cristenson	" Foreman	OT					2																
		ST					8																
VACATION PAY	Included below under fringes.																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

I. C. A.—SOCIAL SECURITY		%	
CIDENT INSURANCE—BASE RATE	%		
SS REDUCTION RATE	%	%	
EGON UNEMPLOYMENT COMPENSATION	%		
D FEDERAL UNEMPLOYMENT COMPENSATION	%	%	
TAL TAXES AND INSURANCE ON PAY ROLL		%	

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM
CRAFT
15.
16.
17.
18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17
19. CONTRACTOR'S PERCENTAGE ALLOWANCE (
20. TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FO
* "FRINGE BENEFITS" INCLUDES HEALTH AND WELFARE, PENSIONS, APPRENTICE TRAINING, C.I.A.F., ETC.

	2 DESCRIPTION OF WORK	3. DATE	PAGE
toxs	Special maintenance for the	8-29-73	1 OF 2
	benefit of the traveling public	4. CONTRACT NO 7693	
	Ordered by the Engineer	5 EXTRA WORK ORDER NO	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
																															2	16 22	$ 32.44	$ 145.98
																															14	8 11	$ 113.54	
																															2	16 22	32.44	145.98
																															14	8 11	113.54	
																															2	15 12	30.24	136.08
																															14	7 56	105.84	
																															2	15.12	30.24	136.08
																															14	7 56	105.84	
																															2	16 22	32.44	145.98
																															14	8 11	113.54	
																															2	15 12	30.24	136.08
																															14	7 56	105.84	
																															2	8 7 7 5	17.55	99.45
																															14	5 85	81.90	
																															2	15 12	30.24	90.72
																															8	7 56	60.48	
																															1 5	15 12	22.68	83.16
																															8	7.56	60.48	
																															1 5	15 12	22.68	83.16
																															8	7 56	60.48	
																															2	16 22	32.44	97.32
																															8	8 11	64.88	
																																		—

		6. TOTAL HOURS 151	7. TOTAL LABOR $1299.99
L TAXES AND INSURANCE (ITEM 7 X ITEM 13)			$ Carry to sheet 2/2
CRAFT	*FRINGE BENEFIT TOTAL	NO OF HOURS	AMOUNT
			$
L—ITEM 7 PLUS ITEMS 14 THROUGH 17			$
TRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 18)		FLAGMEN ONLY—ENTER 60% FOR ALL OTHER LABOR—ENTER 20%	$
AL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN			$

M 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.
RENTICE TRAINING, C.I.A.F., ETC.

OR 8-555-A
(12-71)

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
—LABOR—

NAME AND ADDRESS OF CONTRACTOR: Gilmore Steel Contractors
P.O. Box 330
Vancouver, Wn 98660

2 DESCRIPTION OF WORK: Special maintena
benefit of the tr
Ordered by the

FOR THE PERIOD ENDED July 31 1973

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	J. Ubanski	Ironworker	OT					2																	
			ST					8																	
(2)	E. Brice	Ironworker Foreman	OT					2																	
			ST					8																	
(3)			OT																						
			ST																						
(4)			OT																						
			ST																						
(5)			OT																						
			ST																						
(6)			OT																						
			ST																						
(7)			OT																						
			ST																						
(8)			OT																						
			ST																						
(9)			OT																						
			ST																						
(10)			OT																						
			ST																						
(11)			OT																						
			ST																						
	VACATION PAY																								

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8	F. I. C. A.—SOCIAL SECURITY		5.85 %	
9	ACCIDENT INSURANCE—BASE RATE	4.23 %		
10	LESS REDUCTION RATE	— %	4.23 %	
11	OREGON UNEMPLOYMENT COMPENSATION	2.00 %		
12	ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.58 %	2.58 %	
13	TOTAL TAXES AND INSURANCE ON PAY ROLL		12.66 %	

14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)

CRAFT

15. Ironworkers
16. Laborer
17.

18. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17
19. CONTRACTOR'S PERCENTAGE ALLOWANCE (20
20. TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR A

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR
"FRINGE BENEFITS" INCLUDES HEALTH AND WELFARE, PENSIONS, APPRENTICE TRAINING, C.I.A.F., ETC.

	3 DATE 8-29-73	PAGE 2 OF 2	
7 DESCRIPTION OF WORK Special maintenance for the benefit of the traveling public Ordered by the Engineer	4 CONTRACT NO 7693		
	5. EXTRA WORK ORDER NO.		

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
	2	15.12	$ 30.24	$ 90.72
	8	7.56	$ 60.48	
	2	16.22	32.44	97.32
	8	8.11	64.88	
	20	This Sheet #2		188.04
	151	Sheet #1		1299.99
	8. TOTAL HOURS 171		7. TOTAL LABOR	$ 1488.03
TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) .1256 x 1488.03				$ 186.90

CRAFT	*FRINGE BENEFIT TOTAL	NO OF HOURS	AMOUNT	
Ironworkers	1.18	155	182.90	
Laborer	1.25	16	20.00	
				$ 202.90

. TOTAL—ITEM 7 PLUS ITEMS 14 THROUGH 17	$ 1877.83
. CONTRACTOR'S PERCENTAGE ALLOWANCE (20 % X ITEM 18) FLAGMEN ONLY—ENTER 60% FOR ALL OTHER LABOR—ENTER 20%	$ 375.57
TOTAL AMOUNT DUE (ITEM 18 + ITEM 19) FOR ALL LABOR EXCEPT FLAGMEN	$ 2253.40

IN ITEM 18, TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.
S. APPRENTICE TRAINING, C.I.A.F., ETC.

4 E-386C

OREGON STATE HIGHWAY DIVISION
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

1. NAME AND ADDRESS OF CONTRACTOR
Gilmore Steel Contractors
P.O. Box 330
Vancouver Wn. 98660

2. DESCRIPTION OF WORK
Special maintenanc
benefit of the tra
Public Ordered by th

THE PERIOD ENDED July 31 1973

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	2
Pickup Truck	1/2 ton			6		10																			
Pickup truck	1/2 ton			6		10																			
TOTAL RENTAL																									

7. CONTRACTOR'S PERCENTAGE ALLOV

8. TOTAL AMOUNT (ITEM 6 + ITEM 7)

	2. DESCRIPTION OF WORK	3 DATE	PAGE OF
-tors	Special maintenance for the	8-29-73	1 1
	benefit of the traveling	4 CONTRACT NO. 7693	
	Public Ordered by the Engineer	5 EXTRA WORK ORDER NO.	

6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
																										16	2.70	$ 43.20
																										16	2.70	43.20
																											$ 86.40	
7. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 6)																											$ 12.96	
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)																											$ 99.36	

7693

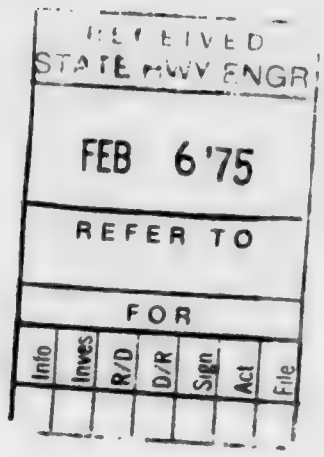
LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368
211 State Highway Building

February 6, 1975

Mr. Barry Rutledge
Regional Counsel
Federal Highway Administration
222 S.W. Morrison
Portland, OR 97204



Re: Obligation of state to pay for cost of removing, storing and replacing reinforcing steel - Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway I-5 - Contract No. 7693

Dear Mr. Rutledge

I have been advised that you are not satisfied with the legal opinion I wrote on October 3, 1974, concerning liability of the state to pay for the cost of removing, storing and replacing reinforcing steel on this contract.

The basis for my opinion is contained in section 104.02 of the standard specifications which were adopted by the Highway Division in 1970 (this is the gold book).

This was a changed condition which was not anticipated by either party at the time the contract was entered into and it is my opinion that the provisions of 104.02 cover this type of situation. Section 104.02 refers to section 109.04 which specified the method by which such work shall be paid and I believe that the extra work was paid for in accordance with section 109.04.

I do not believe that further detailed legal analysis is needed as the terms of the standard specifications cover this situation adequately and it is my opinion that the conditions that existed at the time would come under the provisions of section 104.02.

I might also add that the safety factor involved was an added consideration. While not really controlling as to the liability, it was certainly a factor that had to be considered because of the large amount of accidents that were

Cy Keasey
2-27-75

occurring because of the steel being down on the highway paving extremely close to the traveled lanes of traffic.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:hg

cc - A. E. Johnson
Scott Coulter
Walt Barrie

7693

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

NOTED FILE: CON 5 #7693

H. S. COULTER

Salem, Oregon

January 21, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hubbard-Woodburn Section
Contract No. 7693

TO: MEMO TO THE FILES

Contract retainage on this project is now at $50,000. Final checking is almost completed and we would ordinarily be making a further cut in the retainage about now. However, I recently learned there had been some consideration of making a deduction back from the contractor for the payments made for removing and re-installing P.C.C. rebar on the controversial 2.7 mile section where the 1973 labor dispute interrupted paving. (This involves E.W.O. 32, $14,415.05 and P.A. 43, $14,584.87) No further retainage cut will be made until this is clarified.

Region also reports difficulty in getting final paperwork from the contractor. This delays third notification and the start of any interest accrual on late payments. It is not ordinarily regarded as reason for us to hold back retainage.

JAB:fr

cc: H. S. Coulter
C. O. Fredrickson
V. L. Gallagher

RECEIVED

JAN 21 1975

Office of
Assistant State Highway Engineer

#7693

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange
Federal Participation in Price Agreement #43
and Extra Work Order #32

DATE: January 8, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. C. T. Keasey, Construction Engineer

The subject price agreement and extra work order with pertinent information was forwarded to our Region Counsel for his review and comment.

He states that the legal opinion furnished does not cite any contract provision or other law requiring the State to make the payments incurred. He suggests that an in-depth legal analysis as to the State's liability under the contract be made before Federal-aid participation is considered.

If the legal decision can be supported, we will concur in participation of Federal-aid funds.

for G. L. Green

RECEIVED
JAN 13 1975
Office of
Assistant State Highway Engineer

1-13-75
orig to Keasey
TAB
cy Donaghe

RECEIVED
STATE HWY ENG.
JAN 10'75
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Note

NOTED
H.S. COULTER

#3693

John F Kizer
Route 3 Box 639
Aurora Oregon 97002

Date Dec 27 1974

M

No.

Reg. No. Clerk

	ACCOUNT FORWARDED			
1	Work on Freeway			
2			4	
3	6-21-74		4	30
4	6-25		6	30
5	6-27 "		9	
6	6-28 "		10	
7	6-29		3	30
8			33½ hours	
9	33½ hours @ $9.00		301	00
10	65 gal diesel @ .353		24	97
11		—	—	
12			426	87
13	Geo. Blaisdell			
14	838-1339			
15	13 Monmouth, Or.			

Your account stated to date. If error is found, return at once.

Work done on Hubbard – Woodburn job, apparently for Kizer.

12-30-74
orig. to Mike Sanford
TMO

7693

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hubbard Interchange-Woodburn Interchange		WEEK ENDING: November 30, 1974
		SECTION PREFIX: 624-1084
HIGHWAY: Pacific		COUNTY: Marion and Clackamas
NAME OF JOB: Hubbard Interchg.-Woodburn Interchg.	KIND OF WORK: Grading, paving, structures, illumination, signing	
CONTRACTOR: Andersen-Hannan, Rogers & Matich	CONTRACT NUMBER: 7693	FEDERAL AID PROJECT NUMBER: I-5-5(52) 274
DATE OF CONTRACT: February 16, ~~1974~~ 1972	DATE WORK STARTED: March 13, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $12,227,593.96	SPECIFIED COMPLETION DATE a)12/22/72 b)4/30/73 c)6/30/74	PERCENT OF TIME ELAPSED a)110 b) 97 c) 100
EXCLUSIVE OF ENGINEERING: $11,179,882.68	ENGINEERING AUTHORIZATION $1,047,711.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $11,242,288.72	ENGINEERING COST TO DATE $1,011,675.59	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 0.6 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: September 10, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Illumination	Signing
100	100	100	100	100	none	100	100
			GRADING	SURFACING	MAINTENANCE MATERIALS	AC Paving ~~XXXXXXXXXX~~	Concrete ~~XXXX~~
MILES IN PROJECT			9.6	9.6		9.6	9.0
MILES PARTIALLY COMPLETED			9.6	9.6		9.6	9.0
MILES COMPLETED			9.6	9.6		9.6	9.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			540,800 cy	314,140 ton		262,700 ton	86,000 cy
TOTAL QUANTITIES CORRECTED TO DATE			596,307 cy	258,761 ton		315,916 ton	86,820 cy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			596,307 cy	258,761 ton		315,916 ton	86,820 cy
AVERAGE DAILY QUANTITIES			0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			expired	expired		expired	expired
NUMBER OF SHIFTS PER DAY			0	0		0	0
HOURS PER SHIFT			0	0		0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7795A B	7796A B	7797A	7799A B	7801A			
PERCENT	100	100	100	100	100			

November	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Ptly cldy, cool			
MONDAY 25	Ptly cldy, cool			
TUESDAY 26	Cldy, cool			
WEDNESDAY 27	Ptly cldy, cool			
THURSDAY 28	Clear, cool			
FRIDAY 29	Clear, cool			
SATURDAY 30				

Kelley Bolton Jackson Harwood Johnsen Walker

RECEIVED
DEC 2 1974
CONSTRUCTION SECTION

BEN GIFFORD

November	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 24	No activity
MONDAY 25	No activity
TUESDAY 26	No activity
27 WEDNESDAY	No activity
28 THURSDAY	No activity
FRIDAY 29	No activity
30 SATURDAY	No activity anticipated

REMARKS

No activity on project during the week.

The semi-final estimate was submitted to the Region office on November 27, 1974

SIGNED H. C. Hamilton for C.E. Payton, Res. Engr. LOCATION Woodburn, Or 97071

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7-13

November 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Price Agreement No. 54

Project Hubbard Intchge - Woodburn Intchge

Highway Pacific

Counties Marion and Clackamas

This price agreement covers a contract claim settlement for additional costs related to embankment quantities. Median fill materials was the major cause of the cost overrun due to traffic and legal haul problems. Also involved was necessary reshaping of the borrow area due to the median embankment overrun.

Documents of the contractor's records covering labor and equipment and the State resident engineer's files are available in respectively, Construction Section files and the engineer's project files.

The cost to the State for the claim settlement payment to the contractor is $47,912.00 with Federal participation $44,079.04.

This work was tentatively recommended for approval subject to review by the Federal Highway Administration District Engineer on July 17, 1974.

Your approval as of July 17, 1974 is requested.

Attach.

7693

November 7, 1974

Andersen, Hannan, Rogers and Matich
3427 N.E. Halsey Street
Portland, OR 97213

Gentlemen:

We have reviewed your request for a second extension of the overall time on Contract No. 7693, the Hubbard Interchange-Woodburn Interchange Section of I-5 in Marion County.

Careful consideration was given to the reasons you submitted and to other factors. Based on the available facts, an extension of 72 days (to the actual completion date of September 10, 1974) is granted. This is for holiday stop work time ordered in 1972 and 1974 and several late added work orders.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog

JAB:fr dpy

1613

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 4, 1974

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter

We have reviewed your request of October 30, 1974 for an extension of time on the subject project.

Your analysis has taken all the facts into consideration concerning the delays on this project and the additional information adequately covers the justification for an extension. Therefore, we concur in your recommendation for a 72-day extension.

for G. L. Green

RECEIVED
STATE HWY ENGR
NOV 5 '74
REFER TO
Coulter
FOR

RWGE R/D DIR

A. E. JOHN

Copy for Coulter

File: CON 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 30, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange
Contract No. 7693
Second Request for Time Extension

We have a request for an additional 72 days of contract time. Time on this contract is expressed as a specified date, and in response to the first request for extension, this overall completion date was extended from November 30, 1973 to June 30, 1974. This extension was granted October 31, 1973 just for the seasonal impact of summer labor disputes in 1973. The project was actually considered complete September 10, or 72 days past the extended specified completion date.

Several reasons not previously considered justify additional time as follows:

Stop work orders over three holiday periods in 1972 total 11-1/2 days.

Stop work orders this year over three holiday periods account for 12-1/2 days.

The cement mason labor dispute from June 10 through June 18 accounts for 9 days.

Four late orders would justify time:

(1) P.A. 46, extend overlay paving at the north end of the project (August 13 and 14), 2 days.

(2) E.W.O. 35, Butteville Slide Repair (July 24 and 31), 2 days.

(3) E.W.O. 34, sawing and jacking 24-foot panel of PCC at sag fill settlement (July 25), 1 day.

(4) E.W.O. 29, construct curb islands at scale areas 23 days between August 3 and September 9 (does not include any of the dates above).

This makes a total of 28 specific days on these four orders which when expanded by 7/5ths makes 39 days. The project was opened to full six-lane use on August 19, or 22 days before the stop of workday count. Twenty-one of these last days are already covered by other reasons cited above.

Your concurrence is requested in an additional 72-day extension of the overall completion date.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 1, 1974

FILE: CON 5 #7693

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hubbard Interchange-Woodburn Intch.
Contract No. 7693
Second Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith another request from Andersen-Hannan-Rogers and Matich requesting an additional 72 days of contract time. Time on this contract is expressed as a specified date and in response to the first request for extension, this over-all completion date was extended from November 30, 1973 to June 30, 1974. This extension was granted October 31, 1973 and was for the seasonal impact of summer labor disputes in 1973 and the extension granted was just what the contractor requested.

This new request is very poorly prepared. It cites five general reasons with no specific information on any of them. It should have been returned to the contractor for proper submittal. The five reasons are:

1. Insufficient time between strikes in 1973 to remobilize forces. — Considered Previously
9 2. Strike by cement masons in 1974.
10 3. Written shutdown orders for holidays in 1974. — + 1972 "Stop Work"
39 4. Additional work.
5. Overrun of bid quantities which were unforeseen or overlooked when earlier request was submitted.

Reasons two and three readily lend themselves to a specific time determination. Stop work orders this year over three holiday periods account for ten days. The cement mason labor dispute from June 10 through June 18 accounts for nine days. The project was actually considered complete September 10 or 72 days past the specified completion date. Deducting the 19 days on the two reasons above leaves 53 days liquidated damages to consider further.

The Resident Engineer's analysis of the 1973 labor dispute (covered under paragraph 1 of his August 5 letter) simply relocates the 82 days of labor stoppage in 1973 to 1974 starting with April 24 when PCC paving resumed for the first time after the labor disputes. The relationship of the time involved here is shown on the attached simplified graph which we prepared. The obvious flaw in this reasoning is that it completely overlooks the time that elapsed in the remainder of the 1973 season after the labor dispute was resolved in August.

I think it can very logically be argued that had concrete paving resumed promptly then, the job would have been completed last year. The concrete paving progress curve indicates this and it is stated in the time analysis elsewhere that concrete paving controlled the over-all job progress, which is probably true. This analysis also overlooks what may be another problem, namely, that on June 1, 1973, prior to the labor dispute, the job was theoretically behind schedule with 74 percent of the time gone and 62 percent complete.

It would have been helpful to know what quantity overruns or added orders the contractor had in mind. The largest price agreement in the project is P.A. 36 which documented an increase in the median shoulder width, (the so-called safety shoulder work). This work was negotiated in 1973 and was done then (by the week of October 26) except along the unfinished two miles of northbound PCC which was not done until 1974. An adjustment is under consideration for an overrun in median embankment, but I find that the cost data related to all of that covers work that occurred only in 1972 and 1973.

Four late orders would justify time as follows:

P.A. 46, extend overlay paving at the north end of the project (August 13 and 14), two days.

E.W.O. 35, Butteville Slide Repair (July 24 and 31), two days.

E.W.O. 34, sawing and jacking 24 foot panel of PCC at sag fill settlement (July 25), one day.

E.W.O. 29, construct curb islands at scale areas 23 days between August 3 and September 9 (does not include any of the dates shown above).

This makes 28 specific days total on these four orders which when expanded by 7/5ths makes 39 days. Thirty-nine in addition to the 19 days first described on the first two reasons above makes a total of 58 days. Fifty-eight from the 72 days liquidated damages which exist would leave 14 days in effect. The above overlooks any concurrent work on regular contract items, which would be significant, particularly the 23 days related to E.W.O. 29. The project was opened to full six-lane use on August 19 or 22 days before the stop of the work day count; however, I find that 21 of these last days are already covered by other reasons cited above. I am therefore left with no logical way to justify another 14 days. Liquidated damages would accrue at the rate of $300 per day. With the approval of Deputy Highway Engineer, the liquidated damages on the over-all project completion with which we are concerned here has been waived pending processing of this request.

5 Revised to 72 days J.B.

I recommend the 58 day extension, but have not prepared a draft letter to FHWA pending your review of this file and advice as to how you wish to proceed.

JAB:fr

Att.

cc: V. L. Gallagher

ŒE-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 5, ..., 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7693, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

This request is for an additional seventy-two (72) calendar days which will extend the completion date for this contract to September 10, 1974.
Reasons:
Insufficient time between strikes in 1973 to remobilize forces, strike by cement masons in 1974, written shut down orders, for holidays this construction season Also additional work and overrun of bid quantities which were unforeseen or overlooked when earlier request was submitted.

Respectfully submitted,

ANDERSEN-HANSEN-ROGERS-MATICH
Contractor

By K S Eversole

CONSENT OF SURETY

Date August 8, 1974

We, GENERAL INSURANCE COMPANY OF AMERICA and THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By [signature] Attorney-in-fact (SEAL)
THE TRAVELERS INDEMNITY COMPANY
By [signature] Attorney-in-fact

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7693 Contractor Andersen-Hannan, Rogers & Matich

Highway Pacific

Section Hubbard Interchange-Woodburn Interchange

Kind of Work Grading, paving, structures, illumination and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: as per attachment.

Recommend 72 day extension for holiday stop work orders in 1972 & 1974 (24 days) 1974 cement masons labor dispute (9 days) & late added orders (39 days)

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7693
Project designation	I-5-5(52) 274 (State-Federal)
Date awarded	February 17, 1972
Work started	March 13, 1972
Per cent completed	94% August 1, 1974 (Date)
Specified Completion Date No. of Workdays Allowed	Nov. 30, 1973
Actual Completion Date No. of Workdays Used	
Requested Time Extension No. of Added Workdays Requested	Sept. 10, 1974

SP*6296-734

TRA 7

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE October 30, 1974

TO C. O. Fredrickson
Region II Engineer
SALEM

FROM L. E. George
Traffic Engineer

SUBJECT Proposed Sign Revisions
Hubbard-Woodburn Section
Pacific Highway
Clackamas & Marion Counties

The southbound trailing signs from the Baldock Safety Rest Area have a sign with the message "FARGO ROAD 2 - SALEM 26". As you approach the Fargo Road Interchange, the advance signs carry the destinations Donald and Aurora, and no where in the interchange area is there a sign referring to Fargo Road.

It is the policy of the Highway Division that the top line of a destination and mileage sign should carry a name that is carried on the next interchange advance signing. The top line of the destination and mileage sign which now reads "FARGO ROAD 2" should be changed to "DONALD 5". The actual mileage from the sign to the center of the City of Donald is 4.52 miles.

ELS:kw

cc: J. H. Versteeg

1 ✓
2 +

REFERRED TO

Cole — Reed
Eriksen — Sample
Hager — Watson

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER 11-4-74

Plan revised (Dwg. 27773)
& sent to Region 2 Traffic & Bridge
2168

7693

OREGON STATE HIGHWAY DIVISION

October 9, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipt #1355 (TCD 217704 - $449,009.06
Anderson, Hannan, Rogers & Matich
Contract No. 7693

State Highway Contract 7693, for which the above deposit was made, has reached a stage of completion such that the retainage can be reduced. Therefore, this TCD is no longer required to be held in lieu of retainage.

Please cancel Treasurer's Receipt #1355 and return the TCD to the contractor.

Vernon E. Skoog, Controller

by: _____
R. J. Hacek
Accounting Systems Officer

JP:njc

cc: Anderson, Hannan, Rogers & Matich

bc: C. W. Head
John Bond
Vince Gallagher
Charles Barrett

RECEIVED
OCT 9 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7693

Code CON 5 #7693

OREGON STATE HIGHWAY DIVISION

October 8, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Attention: Mr. Glenn Hossner

Re: Price Agreement No. 43
E.W.O. No. 32
Hubbard Int.-Woodburn Int. Section
Pacific Highway
F.A. No. I-5-5(52)274
Contract No. 7693

Dear Mr. Green:

As requested in your letter of July 2, 1974, which was in response to my letter of June 20, 1974 requesting FHWA participation in the two subject change orders, I am enclosing herewith a copy of a legal opinion from Jack Sollis, Assistant Attorney General.

Although safety to the travelling public was considered, the primary reason for moving the traffic back to the Stage I surfacing on the southerly 2.7 miles of the northbound lanes was due to the inadequate base design on the Stage II surfacing.

The Stage II surfacing had been designed to carry traffic for only a two to three month period and because of the delays explained in my June 20 letter, it would have been necessary to carry traffic through the winter months on an already failing surface. The maintenance costs, to which we were previously committed, would have been much greater than the cost of the work done under the above two work orders.

Your further consideration and favorable action are requested.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:fr
Enc.

bc: H. S. Coulter
C. O. Fredrickson

RECEIVED
OCT 9 1974

E-123

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

Routing
Keasey 1 RECEIVED Scofield 5
Bond 2
Jackmond 3 OCT 4 1974 Glenn
Harwood 4 Berg
Johnson CONSTRUCTION
Walker SECTION

October 3, 1974

Mr. C. T. Keasey
Construction Engineer
State Highway Building
Salem, Oregon 97310

Re: Obligation of State to pay for costs of removing, storing and replacing reinforcing steel.
Hubbard Interchange-Woodburn Interchange Section
Pacific Highway I-5
Contract No. 7693

Dear Mr. Keasey

I have reviewed all of the material supplied by you and other personnel relative to the removal of steel from 2.7 miles of uncompleted freeway North of Salem on the subject contract.

As I analyze the situation, the contractor had laid steel for the pouring of concrete on two lanes of payment Northbound and Southbound for the full lengths of the project.

He started 2.7 miles from the South end of the project on the Northbound lanes, finished the project on the Northbound lanes, started South on the Southbound lanes and was stopped by a strike as he completed the Southbound lanes, leaving 2.7 miles of concrete still to be poured on the Northbound lanes for which steel had already been laid. The contractor was required at his cost to dismantle the steel and move it to the side so that it would no longer be a safety hazard to the traveling public.

Because of the strike delay, the contractor was unable to finish pouring the concrete on this 2.7 miles until the spring of 1974.

After it was determined that he would not be able to pour the concrete in the Fall of 1973, an investigation was made of the condition of the Stage 2 surfacing on the North and Southbound lanes and it was apparent that this would not hold up during the winter as it was merely designed for a temporary detour during the summer and would seriously deteriorate during the winter, not only causing an extensive maintenance problem, but also necessitating much patching and repair work in the Spring of 1974 before it could be used for the base of the third lane of concrete to be poured by the contractor.

At this time, it was determined that it would be necessary to move traffic on the concrete that had already been poured by the contractor and widen the inside shoulder for another lane and also move traffic back over on the Stage 1 surfacing, (which was the old highway) for the 2.7 miles that still did not have concrete on it. In order to do this, it was necessary to remove the steel which had been knocked down and moved over by the contractor. The contractor was asked to move the steel and store it in a safe place where it would not be hampered by winter weather and where it could be readily relayed as soon as it was possible to pour concrete in the Spring.

While some consideration could be given to the fact that the reason for removing this steel was a safety measure, it was essentially a measure to save money on the contract in two areas: (1) to eliminate the costly maintenance of the Stage 2 surfacing as it was apparent it would deteriorate seriously during the winter, and to avoid the traffic hazards that that would create; and (2) also to reduce the cost of patching and preparing the Stage 2 surfacing before concrete was placed on it in the Spring of 1974.

Therefore, it would be my conclusion based on the circumstances that I have outlined above, that the State would be obligated to reimburse the contractor for removing the steel after it was knocked down and storing it during the winter in a manner that would prevent it from being damaged and then reinstalling it again in the Spring when he could proceed with the pouring of concrete.

In conclusion, I might add that this was an unusual situation which changed the proper sequential conducting of the contractor's operations due to circumstances not anticipated by

either party and as the Stage 2 surfacing was not designed to handle traffic during the winter, it would appear that the State would be obligated to reimburse the contractor for any costs necessitated in revising the construction sequence and making such changes as were necessary to provide the best job for the State. In support of my conclusion that the State would be legally obligated to pay the contractor is the fact that, as I have stated above, I feel that this was the proper thing to do in that it saved the State money in the long run, saved time in the completion of the project, as well as eliminated the hazards of traffic having to drive through maintenance crews patching spots on the Stage 2 surfacing which would have deteriorated during the winter if traffic had been left on it.

Sincerely

Jack L. Sollis
Assistant Attorney General

gv

APPROVED
Chief Counsel

7693

J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 7, 1974

Anderson-Hannan-Rogers-Matich
3427 N.E. Halsey Street
Portland, OR 97213

Attn: Mr. Arland J. Anderson
EEO Officer

Re: Hubbard Intchg.-Woodburn Intch. Sect.
Pacific Highway
FAP No. I-5-5(52)274
Contract No. 7693
Revised Training Program

Gentlemen:

This is to notify you of approval of your subcontractor's, Cascade Construction Co., training program to upgrade Curtis Stokes from an asphalt raker to a roller operator. Mr. Stokes will be filling your training position #9 as stated in your July 17, 1974 reply to the Show Cause Notice.

State participation will be retroactive to June 1974 when Mr. Stokes' training on this project commenced. Billings for this training are to be submitted to the resident engineer, Mr. C. E. Payton, for his review and approval.

The other items covered in your reply have been reviewed with the FHWA. You will be notified of the findings in the near future.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

RECEIVED
OCT 7 1974
Office of Highway Engineer

NOTED
H.S.COULTER

MDG:mk

bc: Glen L. Green/att.
H. S. Coulter
Walter L. Barrie
Jim Butler
C. O. Fredrickson
C. E. Payton/att.
(Ron Anderson)

1613

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE October 2, 1974

TO Mr. Bart Bonney
Region 1 Bridge Inspector

FROM John G. Jenkins
Engineer of Materials

SUBJECT Darex 240 Patching Material

Thank you for your excellent report on the Darex 240 patching material.

We will be keeping an eye on the patch to see how it survives the winter.

You may be aware that the contractor on Ed Peyton's Hubbard Intch.-Woodburn project elected to try Darex 240 on some rather extensive patching of new pavement. It was not at all successful. They experienced erratic set, poor consolidation, poor bonding and other problems. The patches were removed and other repair materials used. The difference in size of your patch and his may have a bearing on the outcome.

Thanks again for your efforts.

cc: Max Klotz
Scott Coulter w/attachment

(Note - Darex 240 is W. R. Grace brand of Republic Steel rapid patch material.)

RECEIVED
OCT 3 1974
Office of
Assistant State Highway Engineer

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: RES 6

Region 1 - Milwaukie

September 27, 1974

FROM: BART BONNEY
Regional Bridge Inspector

SUBJECT: DAREX 240

TO: JOHN JENKINS
Engineer of Materials & Research

Attached is a picture report and other related material on a new, fast setting concrete DAREX 240.

We used the small quantity given us on a pop-out in a steel deck girder structure in the Morrison Interchange complex. This material was placed June 28, 1974. This ramp has an ADT of 14,200 with a large percentage being truck traffic.

This pop-out seemed ideal for a test patch because it lay in a wheel track near mid-span. There was no reinforcing steel to bond around and also present is a transverse deck crack through the center of the pop-out.

I have inspected this patch periodically since it was placed and have found it to be in excellent condition. The transverse deck crack has extended itself through the patch but has not damaged it in any way.

As the pictures note the time lapse was one hour from start to finish and I feel this could have been cut to 45 minutes.

BCB/b
att
cc: Walt Hart

RECEIVED
SEP 30 1974
BRIDGE DIVISION

RECEIVED
OCT 1 1974
MATERIALS DIVISION
OFFICE

7693

624=1084

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 30, 1974

Salem, Oregon

To: C. T. Keasey
CONSTRUCTION ENGINEER

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Securities Retainage
Hubbard Interchange - Woodburn
Interchange Section
Contract 7693

We are enclosing one copy of a letter from C. E. Payton recommending that the retained percentage on the subject contract be reduced to $50,000; the Region Office concurs with this recommendation.

Please advise the contract payments unit to make this adjustment.

COF:lb

cc: H. S. Coulter
C. E. Payton

RECEIVED
OCT 1 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

SP 92475-734

764E

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

September 30, 1974
Salem, Oregon

SUBJECT: Hubbard Int. - Woodburn Int.
Pacific Highway
Contract No. 7693
PCC Pavement Patching

To: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

From: C. O. Fredrickson
REGION II ENGINEER

On Friday September 27, 1974 C. E. Payton discussed with this office the difficulties which he was having in making the PCC pavement patching on the subject project in a satisfactory manner. The material which the contractor elected to use for this patching was Darex (R) 240. This material was said to be acceptable to the State Laboratory and several patches were constructed using this in accordance with the instructions on the package and in accordance with methods discussed with the factory representative.

Mr. Payton advised this office that this material was not adhering and was not providing a sound patch. He indicated that he had discussed with you the possibility of closing portions of outside lanes of the freeway in order to repatch the areas with Type 3 Portland Cement Concrete which would require a closure of approximately 3 days for curing. The procedure was discussed with Mr. Keasey, Mr. Johnson and Mr. Klaboe and it appeared that this was the only way in which a satisfactory patch could be obtained.

At Mr. Johnson's suggestion Mr. Payton and I met with Gordon Beecroft the Highway Division Research Engineer to discuss the use of polymer concrete. Mr. Beecroft is not sure enough of the experimental data which he has obtained from this material to recommend that it be used, it would have probably cut down the setting time required but not necessarily given us a satisfactory patch.

We are enclosing a letter from Mr. Payton together with two pictures showing the condition of the material which he used on these patches during the past week or so. We have advised Matich Corporation that we will permit a closure for as short a time as possible in order to make a satisfactory patch using type 3 (high early strength) concrete, and he has indicated that they would like to start on October 7 to do this work.

COF:lb
cc: C. T. Keasey
C. E. Payton

Discussed with Fredrickson and suggested trial of Kansas method using 7-8 sack Type III cement mix on which they can traffic in 5 to 6 hours — HSC

RECEIVED
OCT 1 1974
Office of
Assistant State Highway Engineer

SP*52475-734

Hubbard Interchg.-Woodburn Interchg.
Pacific Highway
Contract No. 7693

P.C.C. Pavement Patching

Products. The contractor requested the Grace representative to observe the problem and make recommendations as to possible correction.

Mr. Edward Krieger, branch manager, observed the patches, cores, and method of mixing and placing Darex (R) 240 concrete. He has contacted his technical people and is waiting for input from them.

Enclosed are two pictures. One shows a core where two consecutive layers did not adhere to each other (Picture No. 1). Picture No. 2 shows the bottom of a patch. The material is not consolidated.

We would like to close the lane needing repair and use a 3/4 inch maximum concrete mix with Type III cement for fast set. We will get a patch that should wear very close to the adjacent concrete and the appearance would be better as we could broom the patch to match the adjacent concrete. The color will not match perfectly but would be close. The lane would be closed on a Monday morning and all patches removed this day. Tuesday all patches poured and the lane opened to traffic prior to noon, Friday. This will allow ample set time. We have concurred with Oregon State Highway Division laboratory in relation to set time and they agree.

If additional information is needed, we have pieces of material from the patches and several cores.

CEP/ew

Encls.

cc: File

624-1084

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

F 1

DATE September 26, 1974

TO T.W. Litchfield, Regional Operations Engr.

C E Payton

FROM C.E. Payton, Resident Engineer

SUBJECT Hubbard Interchg.-Woodburn Interchg.
Pacific Highway
Contract No. 7693

P.C.C. Pavement Patching

On September 11, 1974 a field inspection was conducted concerning the necessary repair work to the P.C.C. pavement, station NB 1007+50 to NB 1040±, left lane. The people attending this inspection were Mr. H.S. Coulter, C.Keasey, C.O. Fredrickson, O.M. Parent, and myself. The common agreement among these people was that we would not accept the contractor's requested method of repair (pour epoxy in the depressions) as we are experiencing difficulty with existing patches using this method. We feel the method the contractor should use is as follows:

1. Saw perimeter of concrete to be removed.
2. Chip concrete from this area to a minimum of 2 inches.
3. Epoxy all surfaces to be patched.
4. Patch.

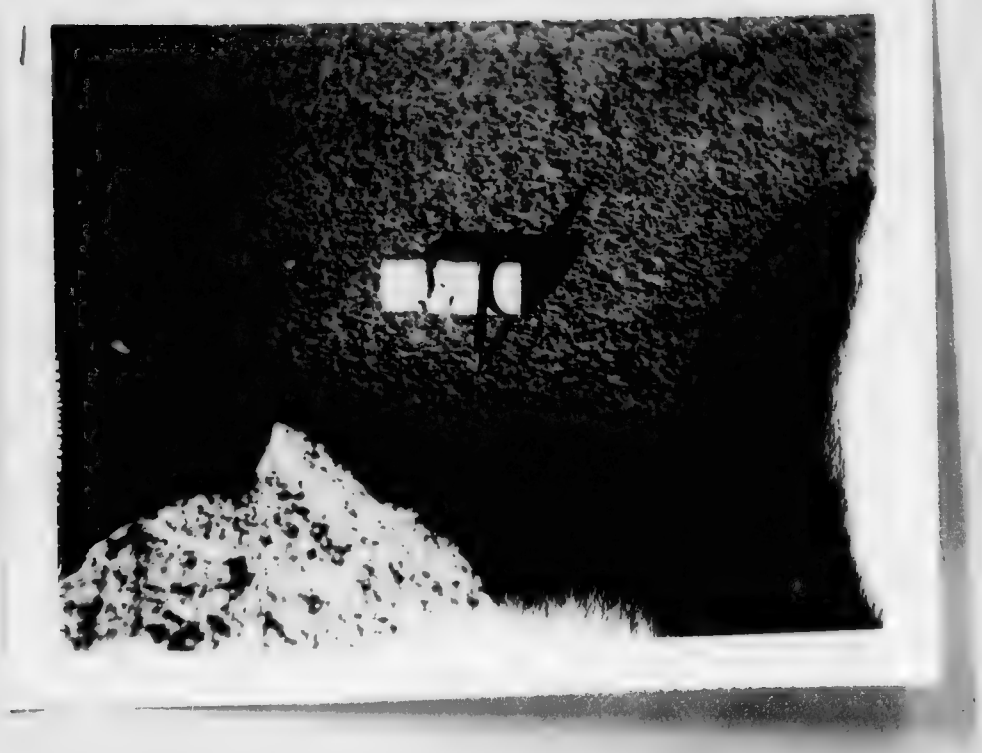
We discussed the methods of patching briefly, and it was determined the lane requiring the repair work would be restored to traffic at night. This would mean using an accelerated setting material.

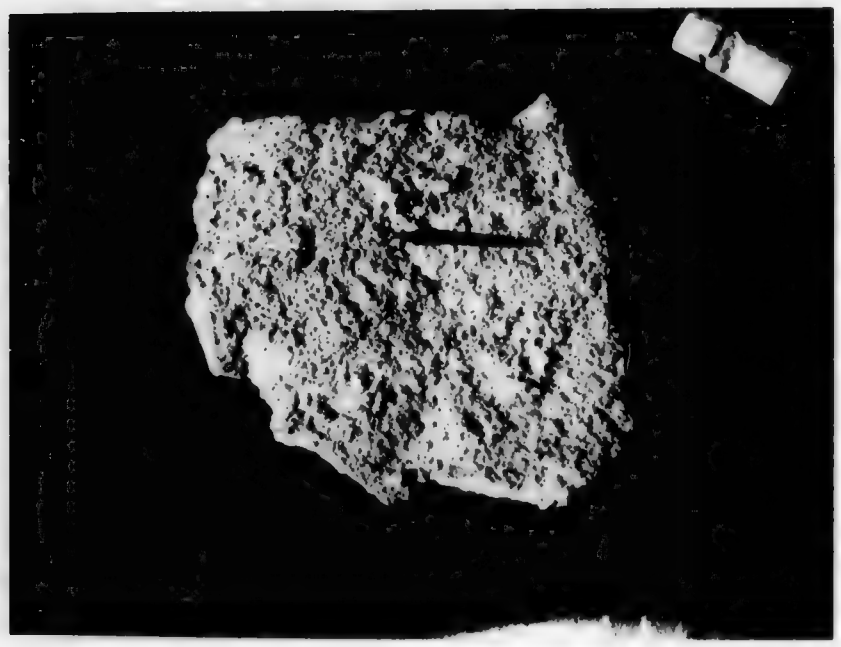
The contractor elected to use Darex(R) 240 concrete. This was confirmed by Oregon State Highway Division laboratory as being a suitable material although the Oregon State Highway Division's experience with Darex (R) 240 concrete is limited.

The areas to be repaired were sawed, chipped, surface area painted with epoxy, and Darex (R) 240 concrete was used for patching material.

We checked the patch for soundness with a small hammer seven days after they were constructed. The first patch checked was hollow and we asked the contractor to replace the bad section of the patch. When the hollow section was removed, we found that the material had not consolidated and also had not adhered to the epoxy surface.

We requested our crew core drill the remaining patches. The cores showed very poor consolidation of the Darex (R) 240 concrete. It also did not adhere to itself in adjoining batches, per literature supplied by Grace Construction





7693

J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 27, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7693, Work Completed September 10, 1974

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

County Marion & Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 12, 1974

G. K. Hossner
G. L. Green
Division Engineer

RECEIVED
OCT 10 1974
Office of
Assistant State Highway Engineer

STATE OF OREGON
OCT 10 1974
REFER TO
Coulter
FOR

PVRiedl:cst

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 17, 1974

TO C. W. Head — V. Gallagher
John Bond — Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

C Palmer

SUBJECT Anderson-Hannan-Rogers-Matich
Contract 7693

Treasurer's Receipt #1294 (TCD 15113 - $440,000.00) has matured and is being returned to Anderson-Hannan-Rogers-Matich.

Treasurer's Receipt #1355 (TCD 217704 - $449,009.06) has been issued as a replacement for the above mentioned TCD and will be used in lieu of retainage on contract 7693.

A copy of the Treasurer's Receipt and letters will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 13, 1974

Head Office
First National Bank of Oregon
P. O. Box 3131
Portland, Oregon 97208

Attn: E. D. Lipscomb, Vice Pres.

Gentlemen:

Treas Receipt #1294

Reference your letter dated September 10, 1974, please find enclosed safekeeping receipt number 15113, dated July 9, 1974, in the amount of $440,000.00 for credit of Anderson-Matich-Hannan-Rogers, Portland, Oregon.

Treas Receipt #1355

We acknowledge receipt of T.C.D. number 217704 in the amount of $449,009.06, which replaces the maturing T.C.D. in the amount of $440,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Anderson-Matich-Hannan-Rogers
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
SEP 16 1974
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 13, 1974

Anderson-Matich-Hannan-Rogers
3427 N. E. Halsey Street
Portland, Oregon

Gentlemen:

As indicated by the enclosed copy of a letter to the First National Bank of Oregon, Portland, Oregon, we have released and mailed to them safekeeping receipt number 15113, in the amount of $440,000.00 for your credit which matured on September 9, 1974. 1294

We are enclosing our safekeeping receipt number 1355 in the amount of $449,009.06, which covers T.C.D. number 217704, due October 10, 1974, which replaces the matured T.C.D. number 15113. 1355

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

RECEIVED
SEP 16 1974
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1355

SAFEKEEPING RECEIPT

Received for Account of Anderson-Dittel-Kansas-Rogers

Date Sept. 12, 1974

Address 3427 N.W. Nelson St. Portland, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit, First National Bank of Oregon, Portland, Oreg. 10 3/4% Dated Sept. 10, 1974 Due Oct 10 , 1974	217704	1	449,009.06				449,009.06
							449,009.06

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693

Authority ORS 270.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

BRANCH/DIVISION
ADDRESS:

RECEIVED
SEP 13 1974
Contract Acctg.

September 10, 1974

Mr. James A. Redden
State Treasurer
State of Oregon
Salem, Oregon 97310

Attention: Mr. Merle Crowe, Cashier

RE: Andersen-Hannan-Rogers-Matich

Gentlemen:

Enclosed is our Time Certificate of Deposit #217704 in the amount of $449,009.06. The TCD has been purchased in the name of Andersen, Hannan, Rogers & Watich and is to replace a safekeeping receipt for a TCD purchased through Banker's Trust Company in New York dated July 9, 1974 in the amount of $440,000,00. Please return the safekeeping receipt to my attention.

If you need further information, please let me know.

Cordially,

E. D. Lipscomb
Vice President

EDL/csi
Enclosure

cc: V. E. Skoog
James Chaney
Highway Construction Engineer
Andersen-Hannan-Rogers-Matich

RECEIVED

CORRES-57 4-69

7693

STATE COPY

9-12-74

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	13	Marion and Clackamas	Oregon

IN COMPANY WITH
*See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9-12-74	P. V. Riedl, Area Engineer	I-5-5(52)274

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	a) 110 % b) 97 COPY SENT c) 108	100 %

OCT 01 1974

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE
INTERSTATE 5 Washington
Grading, Paving, Structures, Signing, and Illumination

A final inspection was made on September 12, 1974, with the following people in attendance:

C. O. Fredrickson, Region II Engineer
Al Harwood, Construction Field Engineer
Glenn Hossner, District Engineer, FHWA
Paul Riedl, Area Engineer, FHWA
C. E. Payton, Resident Engineer
Cliff Lehman, Assistant Resident Engineer
Mr. Matich, Contractor

The project was completed September 9, 1974. Some minor cleanup and pavement repair is required to complete the project.

The contract time under items a) and c) has been exceeded and the contractor has requested an extension. This is presently being studied.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
OCT 3 1974
Office of
Assistant State Highway Engineer

Info
Ltr
D/R
Sign
Act
File
REFER TO
FOR
OCT 1 1974
RECEIVED
HIGHWAY ENGR

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions of PR-33B Will Not Be Used.

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 22, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
Hubbard Interchange-Woodburn Interchange
Contract No. 7693

The original authorization was $11,428,752.38 for this grading, paving, structures, and signing project on I-5 (Pacific Highway) in Marion and Clackamas Counties. It now appears that the final cost will be $12,227,593.96, an increase of $798,841.58, or 7.0 percent.

Engineering is over by $235,000; the "safety shoulder" widening for safer stages of traffic added $165,000; the replacement of a 60" culvert under a high fill added $137,000; and added lime treatment of subgrade added $66,000. Median embankment quantity overrun is $70,000 and added curbs and lighting changes at the scale sites are $43,000. These six items account for over $716,000 of the overrun. An accumulation of smaller changes used up the authorized contingency fund. Many of these are related to providing for traffic safety during the construction.

The labor disputes which occurred during the 1973 construction season have delayed completion into an extra season, but the project is now almost completed and the added lanes are in use.

The project utilizes Federal Interstate funding and most of the added costs will be federal participating. I recommend the project authorization be increased to a new total of $12,227,593.96.

This matter will be on the agenda for your consideration at the August 29 meeting.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
C. O. Fredrickson
Gary Sund
Bob Whipps

JAB:fr kp

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 20, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Overrun of Project Authorization
Hubbard Int.-Woodburn Int.
Contract No. 7693

The original authorization was $11,428,752.38 for this grading, paving, structures, and signing project on I-5 (Pacific Highway) in Marion and Clackamas Counties. It now appears that the final cost will be $12,227,593.96, an increase of $798,841.58, or 7.0 percent.

Engineering is over by $235,000, the "safety shoulder" widening for safer stages of traffic added $165,000, the replacement of a 60" culvert under a high fill added $137,000 and added lime treatment of subgrade added $66,000. Median embankment quantity overrun is $70,000 and added curbs and lighting changes at the scale sites are $43,000. These six items account for over $716,000 of the overrun. An accumulation of smaller changes (we are up to P.A. 47 and E.W.O. 36) used up the authorized contingency fund. Many of these are related to providing for traffic safety during the construction.

This overrun request includes $80,000 for future contingencies to cover three likely claim settlements.

The labor disputes which occurred during the 1973 construction season has delayed completion into an extra season but the project is now almost completed and the added lanes are in use.

The project utilizes Federal Interstate funding and most of the added costs will be federal participating. I recommend the project authorization be increased to a new total of $12,227,593.96. A rough draft letter to the Transportation Commission is attached.

JAB:WR:fr

Att.

cc: V. L. Gallagher

7693

August 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 17

Project Hubbard Intchge.-Woodburn Intchge.

Highway Pacific

Counties Marion and Clackamas

This Change Order provides for fabrication of a traffic advisory sign to inform the traveling public of the merging of the southbound lanes from three to two lanes.

The estimated cost of the work is $894.00 with Federal participation $804.60.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 31, 1974.

Your approval as of July 31, 1974 is requested.

Attach.
VG:pr

#7675

John Bond — Info 8-5-74 am

8-2-74
4:50

Woodburn Hayesville

Carroll:

Gerry Wimer phoned the following message:

Re. lime on the Hubbard-Woodburn Intchge. Section. Ed Hall has been in contact with both the contractor and FHWA. The FHWA is agreeable to an increase. They would like for us to hold the increase to as little as possible...the optimum is to increase 134 percent from 2,200 tons to 5,130 tons.

The area would increase from 195,000 square yards to 560,000 square yards. The contractor indicates that the supplier is losing $4 a ton on all material he is selling. He may be asking for an increase in the cost in the square yardage price also. Could be an increase of $250,000. That is providing lime is available. Contractor is checking with supplier. As soon as he gets a quotation from them, will send a PA through for their consideration.

Earl Wakely, Ash Grove Lime, Portland - 286-1677

Ash Grove Lime will be requesting P.A. for price adjustment on overrun.

±100% Orun

7693

FORM 61-734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR
August 1, 1974

M D Glenn

FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: Woodburn Intchg.-Hubbard Intchg.
F. A. Proj. No. I-5-5(52)274
Contract No. 7963 & 7693
EEO Eompliance Review

A meeting to review the contractor's reply to the show cause notice was held on July 29, 1974 in my office. Attending were:

E. J. Valach, District Engineer, FHWA
Paul Riedl, Area Engineer, FHWA
John Bond, Const. Admin. Engr., OSHD
Jim Butler, EEO Coordinator, OSHD
John Widmer, Asst. EEO Officer, OSHD
M. D. Glenn, Const. EEO Engr., OSHD

Contractor's reply to deficiencies and results of employee interviews were reviewed and discussed.

Mr. Valach was concerned as to whether Mr. Anderson was fully aware of the seriousness of a show cause notice and the results of a finding of non-compliance. He also wanted to be sure I had taken every opportunity to obtain voluntary compliance from contractor.

He requested I prepare a list of acceptable actions the contractor could take immediately to show he was attempting to correct the deficiencies; to notify the contractor by phone of these actions and give him until Thursday, August 1, 1974, to have them in my office. Also to be sure he is fully aware of the seriousness of being found in non-compliance.

At 11:55 a.m. July 30, 1974, I was able to contact Mr. Anderson by phone. I informed him his written reply was not considered acceptable and discussed the results of my on-the-job interviews with employees. I also informed him of the consequences of being found in non-compliance. He stated he was well aware of the seriousness of this matter and realized the consequences.

I presented the following recommended actions necessary for acceptance:

1. He must hold meetings with supervisors and employees to explain EEO policy and procedures.

   a. State when meetings will be held, the sooner the better, and be sure they are held.

RECEIVED
AUG 2 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

2. Be sure documentation of meetings is submitted showing who attended and what was discussed. Suggested topics:

   a. EEO program and policy statement,
   b. EEO officer and complaint procedure,
   c. Explain who is considered a minority,
   d. Ask employees to refer minorities and companies referral procedures.

3. EEO to be discussed at weekly tool box meetings for remainder of project. Be sure documentation of meetings submitted.

4. Either have subcontractors and their employees attend meetings you hold or make sure they are holding meeting of their own and submit documentation.

5. Must submit proposal for providing training to two laborers for a period of time equivalent to that for which work was available on this project and training was not provided. Documentation of training must be provided.

Mr. Anderson stated he would comply with as requested and have written commitment to me by Wednesday, July 31, 1974. I again called his attention to page 3 of the June 27th show cause notice and the three items his commitment must include.

Mr. Anderson called me about 2:30 p.m. to inform me he was setting up first meeting for about 9:00 a.m. July 31, 1974. I informed him our residents are to be notified when EEO meetings are held. Due to the time interval I would notify resident of proposed meeting.

He also indicated providing training per item 5 would pose a problem. He was, however, going to contact Bob Rogers of A.G.C. and request two minority laborers to fulfill this commitment. They would be placed on other projects they have, not necessarily federal aid jobs, and they would not expect participation in training costs.

MDG:mk

cc: G. L. Green
H. S. Coulter
Walter L. Barrie
Jim Butler
C. O. Fredrickson
C. E. Payton

#76-93

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-31-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-[redacted](52)274

STATE PROJECT NO.
HUBBARD INTERCHANGE - WOODBURN INTERCHANGE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION AND CLACKAMAS

ITEM NO.
I-670

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 31, 1974	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S JULY 23, 1974 LETTER WE APPROVE A MINOR PROGRAM CHANGE AS SHOWN BELOW.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) MINOR PROGRAM CHANGE

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

1. PROJECT LOCATION, TERMINI AND MILES:

CHANGED TO: I-5 WOODBURN INTERCHANGE, NORTH 9.561 MILES.

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO
FOR
Info | Invss | R/D | D/R | Sign | Act | File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-31-74	for [signature]	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

764

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 30, 1974

FILE:
NOTED
H. S. COULTER

FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: Hubbard Intchg-Woodburn Intchg Sect.
Pacific Highway
F. A. Proj. No. I-5-5(52)274
Contract No. 7693
EEO Compliance Report -
Employee Interviews

The afternoon of July 26, 1974, accompanied by Howard Hamilton, I interviewed employees at various project worksites. The purpose of these interviews was to substantiate undocumented statements presented by Mr. A. J. Anderson, EEO Officer, in reply to the show cause notice issued on June 27, 1974. Primarily interviews were conducted to determine:

1. Were specified supervisory meetings in fact held and when.
2. Was EEO policy and procedures in fact made known to all employees and by what means.
3. Was information on EEO routinely discussed by all parties concerned at tool box meetings.

A total of eight employees were interviewed. Three were supervisors. Mr. Don DeGrange, Superintendent for Rogers Construction, Inc. who is presently responsible for the coordination of construction activities of all members of the joint venture members and the subcontractors. Tracy Bird, Carpenter Superintendent, formerly with Rogers Construction and presently on Anderson-Hannon's payroll to complete structure work on this project. Dale Manning, Master Mechanic for Anderson-Hannon who visits project daily performing liaison with Portland Office.

Of the five non-supervisory employees interviewed, two were laborers employed by Anderson-Hannon, two were equipment operators employed by Rogers Construction, Inc. and one was an equipment operator and teamster employed by J2K Construction, grading subcontractor.

Following is summary of interviews:

Don DeGrange, Superintendent with Rogers Construction Inc. for 1-1/2 years. Has been made aware of EEO policy - especially recently. He was made aware of policy through State project personnel and Mr. A. J. Anderson, EEO Officer. He met with Mr. Anderson about the middle of last week to discuss EEO requirements.

Rogers Construction use to have regular supervisory meetings when they had lots of work going on but have not held any recently since work has been scaled down. Last meeting was held on State's Wasco project. (Not a federal aid project.) None have been held since he was assigned to this project.

RECEIVED
JUL 31 1974
Office of
Assistant State Highway Engineer

They hold tool box meetings every Tuesday. These are primarily safety meetings and EEO policy and procedures is not one of the items generally discussed.

Present employees are not asked to refer minorities but they do employ minorities. Two have been employed on this project.

Elmer Justus, American Indian, employed as equipment operator. Has been terminated due to lack of work.

Dave Gilmore, American Indian, employed as an equipment operator.

Mr. DeGrange claimed his own grandmother was a Cherokee Indian but he does not claim to be a minority.

Dave Gilmore, employed by Rogers Construction, Inc. as equipment operator for two years. Claims he was aware of company EEO policy which, as explained by Don DeGrange, is that they have to employ a certain number of minorities on the job. He asked what was considered a minority. After being told he said he was a Cherokee Indian. He could be visibly identified as such.

He had not been informed of EEO at any job meeting but had read posters located on bulletin board located at scale site on project.

They do have weekly meetings where safety and other job related problems are discussed but not EEO.

When he was on Wasco job he did get some pamphlets relating to safety and wage controls with paychecks. There may have been something about EEO but he did not remember any. (Has not received any literature on this job.)

Don Bradley, employed by Rogers Construction, Inc. one year as a blade operator. Said he was aware of EEO policy as Don DeGrange had discussed it with him that day. Had no prior knowledge of it before today but knew it was posted on the bulletin board at scale site. Did not remember any on-the-job meetings at which EEO was discussed. Being a blade operator, he is generally working away from most of crew and may have missed them. He did not remember any literature of any kind with his paychecks.

Tracy Bird, Carpenter Superintendent, previously with Rogers Construction but carried on Anderson-Hannon payroll as part of joint venture. He was aware of company policy through discussions with Mr. Anderson, EEO Officer.

There is no scheduled supervisory meetings but he is at Anderson's Portland office every day. EEO was last discussed with Mr. Anderson on July 24th when he picked up wage scale information for project bulletin board.

He has weekly meetings with employees under his supervision about safety and other job related problems but EEO is not discussed.

Dale Manning, Master Mechanic, employed by Anderson-Hannon for 12 years. Has been made aware of company EEO policy by A. J. Anderson, EEO Officer.

Has weekly meetings in Portland office where everything concerning project is discussed. This includes job problems, safety, reviewing time sheets, reviewing work records and EEO.

He visits job every day. Does not have any meetings with workers. He was responsible for seeing bulletin board was put up.

Andy Schemmel, laborer, employed by Anderson-Hannon for one week.

He did not know what the company's EEO policy was or knew of bulletin board. He had not attended any meetings. He has not received his first paycheck yet so did not know if policy statement was included with it.

Tim Sample, laborer, employed by Anderson-Hannon for one week. He was aware of EEO policy as he put up bulletin board and read the posted information while doing so. He had not attended any meetings or received his first pay check either.

Craig Blaisdell, equipment operator and truck driver, employed by J2K Construction Company for one year and by R. Kizer Construction Company for three years.

He said J2K had an EEO policy. He had been aware of the company policy by his dad who is part owner of the company. Their policy is "anybody can work for them if he is qualified to do the job".

He has been employed on this job since end of June (about one month). Have not had any tool box meetings at which EEO was discussed for about two years. Last meeting held on Rickreall-Independence job outside Salem. (A federal aid project.) Knew bulletin board was on job. Generally have one of their own when it's their job. He stated they give out literature to new employees when first hired but does not know what it covers. Checks do have Equal Opportunity Employer stamped on them though.

The interviews confirm statement that Mr. Anderson has discussed the company EEO policy and requirements with project supervisors recently.

Several statements were not confirmed.

1. EEO information is not discussed with employees at tool box meetings by all parties.

2. Most of the employees interviewed knew there was EEO material posted on the bulletin board and where the board was located. The exception being the two new laborers employed by Anderson-Hannon. One was not even aware there was a bulletin board - the other only knew because he put the board up.

3. None of the workmen employed long enough to have received a paycheck remember receiving any literature or bulletins to EEO with any paycheck.

MDG:mk

cc: G. L. Green
H. S. Coulter
Walter L. Barrie
Jim Butler
C. O. Fredrickson
C. E. Payton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
July 23, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Skid Resistance Test
Hubbard Int.-Woodburn Int. Section

TO: C. O. Fredrickson
Regional Engineer
SALEM

Please have comparative skid resistance tests run on the C.R.P.C.C. pavement on the subject project to compare the S.R. on the "new" pavement with that on the 'old' that was placed last year.

The S.R. test on the new pavement should be made after it has been opened to traffic for two or three weeks to knock off the loose material.

Please report the results of the above tests.

CTK:fr

cc: H. S. Coulter

RECEIVED
JUL 23 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

#7693

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 23, 1974

FILE: 20.5

RECEIVED
NOV 22 1974
CONSTRUCTION SECTION

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Skid Resistance Test
Hubbard Int.-Woodburn Int. Section

TO: C. O. Fredrickson
Regional Engineer
SALEM

REGIONAL ENGINEER
RECEIVED
JUL 25 1974
NOTED
H. S. COULTER

Copy to Reg 5 Attn: Skid

Please have comparative skid resistance tests run on the C.R.P.C.C. pavement on the subject project to compare the S.R. on the "new" pavement with that on the "old" that was placed last year.

RECEIVED
NOV 26 1974
Office of
Assistant State Highway Engineer

The S.R. test on the new pavement should be made after it has been opened to traffic for two or three weeks to knock off the loose material.

Please report the results of the above tests.

The grooves inside Middle panels } each direction
The grooves outside panels }

CTK:fr

cc: H. S. Coulter

OREGON STATE HIGHWAY DIV.
RECEIVED
JUL 25 1974
NOTED
ASST. H. E. HAMILTON

RE ☒ INSP. ☐ OM ☒

Copy to H S Coulter 11-25-74 Per C. T. Keasey

cc Elly Payton — Please do

Rt. Lane ... Avg. of ... c/o
Hubbard ...
Rt. ... two ...

OREGON R ☐ RE ☐ ASST.

cc E J. Hall — Info only

378-2318
G. Baccrall will advise when tests are to be run. Probably next week. OSR report states 10/11/74 Called above. Tests have been run. Will run another set and advise this office ... date

July
June 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Hubbard Interchange-Woodburn Interchange Section
Project I-5-5(52)274

We hereby request your approval, as a minor change, to extend the limits of the subject project 0.189 miles northerly to give an overall project length of 9.651 miles.

The following changes will be necessary in the Program Data and the items should now read:

1. Project Location: I-5, Woodburn Interchange, North 9.561 miles.

2. Termini: I-5, Woodburn Interchange, North 9.561 miles.

3. Miles: 9.561

This extension of the limits of the project is necessary in order to include the construction of the final A.C. pavement structure required to complete a 1,000-foot section of the highway from Station 640+00 to Station 650+00 which is northerly of the present project's north limit.

The above situation was caused by the fact that under project I-5-5(47)283 the pavement surface was finished 6-inches low at Station 650+00 with the expectation that the subject project would commence at Station 640+00 S.B. and 645+00 N.B. and finishing the surfacing to the proper grade and depth as explained

in the enclosed letter by S. E. Mueller, Resident Engineer, (Project I-5-5(47)283), to C. O. Fredrickson, Region Engineer, dated July 19, 1974.

The extension of the subject project and the inclusion of the A.C. paving work has been discussed with Mr. Reidl, FHWA, by C. E. Payton, Resident Engineer OSHD, on July 3, 1974. Tentative approval was granted by Mr. Reidl for the extension and federal participation in the paving costs.

Upon your approval of this program change we will submit a revised Project Agreement Estimate showing the revised station limits. We will also submit, for your approval and authorization to proceed, a formal Price Agreement covering the additional A.C. paving work.

Enclosures.

RNC:bs
cc: E. S. Hunter
C. T. Keasey
C. O. Fredrickson
R. Hacek
J. H. Versteeg
R. N. Chase

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

WOODBURN, OREGON 97071

REGION 2 ENGINEER
RECEIVED
JUL 19 1974
RE RCE RME RTE ROE
ULE GEO TA FILE

DATE JULY 19, 1974

TO C.O. FREDRICKSON
REGION ENGINEER

FROM WARREN E. MUELLER
RESIDENT ENGINEER

SUBJECT HUBBARD INTERCHANGE SECTION
CONTRACT NO. 7452
PREFIX 603-1010
A.C. PAVEMENT

Attached are copies of sheet 2A and 5 of the Hubbard Interchange project and a copy of sheet 3 of the Hubbard Intchge. - Woodburn Intchge. Section.

There seems to be some misunderstanding as to where and how much A.C. pavement was placed in the connecting section between the two projects.

You will note sheet 2A shows Section at Sta. "SB"650+80 to Sta. "SB"653+00 . This section shows a nominal overlay of 2" with a future 6" overlay. I assumed this 6" would be either A.C. or P.C.C. pavement. When this project was let, the decision to place P.C.C. South had not been made. Therefore, the section was left 6" low. This 6" section should be carried back to about Sta. 640 to taper out this 6" which was anticipated to be placed by the project to the South. Note, on sheet 5 the exit of the S.B. Rest Area does not show. It was also assumed that if we carried our work ahead, it would mean we would have to do work to the exit ramp. Hence, the paving was held back in this area. (Compare sheet 3

Hubbard Intchge. - Woodburn Intchge. with sheet 5 Hubbard Intchge.)

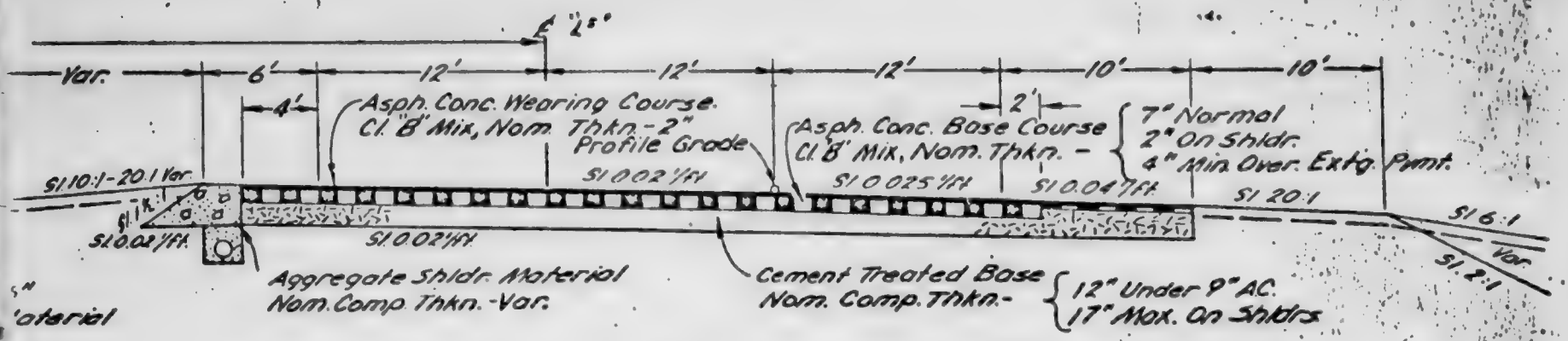
Northbound is also not an abrupt end, but a taper starting at Sta. 650 as shown on sheet 5 and extending north about 500 feet. Here again it was assumed the project south would lap over this section to give the required depth of paving.

WEM/ec

cc: C.E. Payton
file

C T I O N S

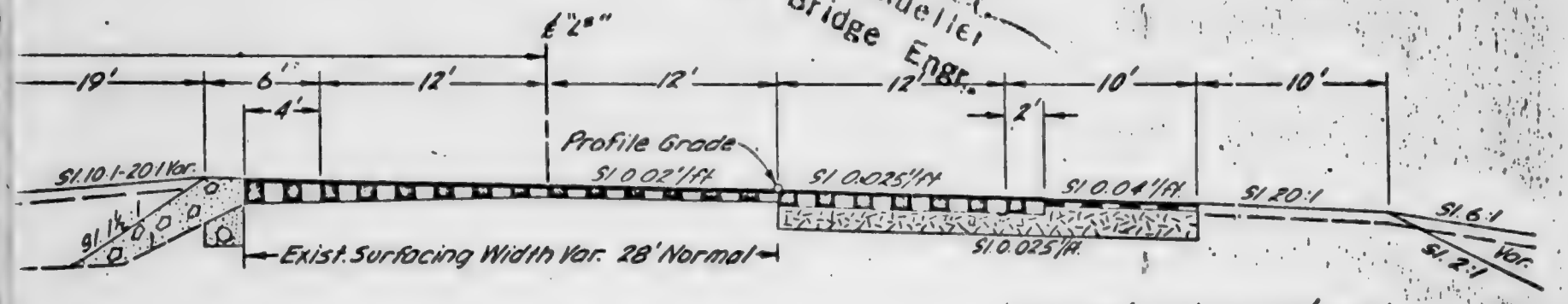
HUBBARD INTERCHANGE SECTION PACIFIC HIGHWAY CLACKAMAS COUNTY				SHEET No. 2A
FED. ROAD Dw. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-5(47)283		See Index

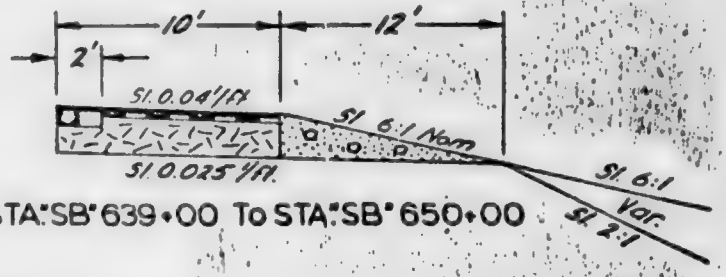


Sta. "SB" 612+50 To Sta. "SB" 635+00

Note:
For Subdrain Detail, See Sht. 28
For Special Ditch Section, See Sht. 20

CONSTRUCTED
Warren L. Mueller
Res. Bridge Engr.

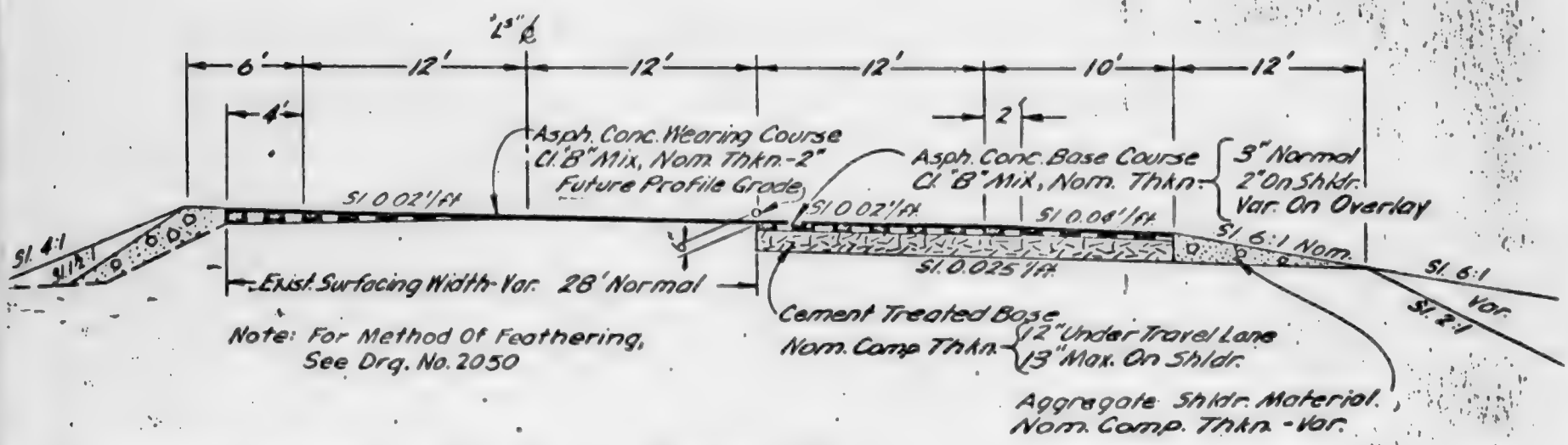




vn, See Section Above)

STA. "SB" 639+00 To STA. "SB" 650+00

Sta. "SB" 635+00 To Sta. "SB" 650+00
"SB" 650+00 To "SB" 650+80 (Taper Section)



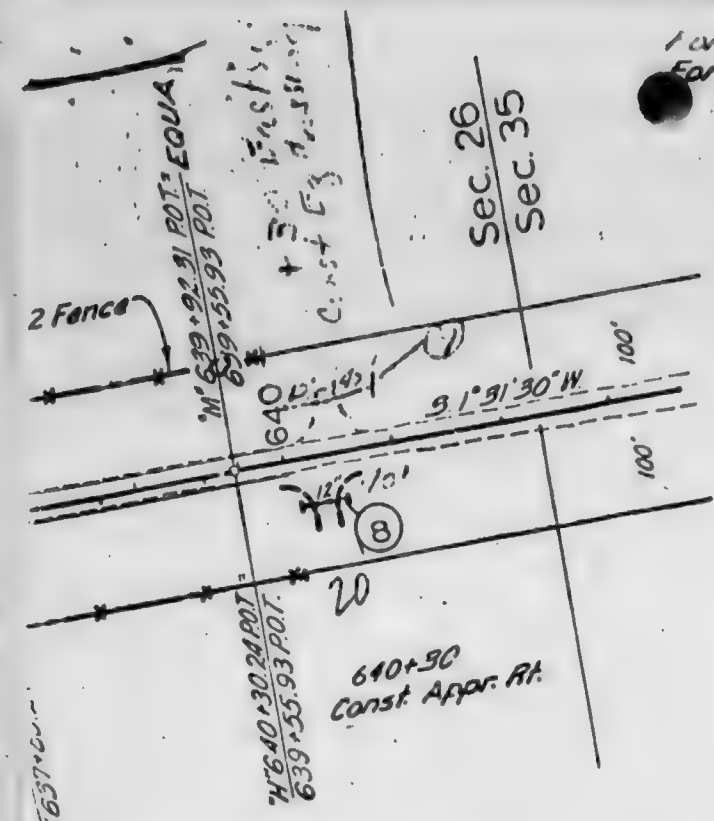
Note: For Method Of Feathering, See Drg. No. 2050

Sta. "SB" 650+80 To Sta. "SB" 653+00
"SB" 653+00 To "SB" 655+50 (Taper Section)

For "H" Line Profile See Sht. 4C
For "A" & "M" Line Profiles, See Sht. 4D

HUBBARD INTERCHANGE SECTION PACIFIC HIGHWAY CLACKAMAS COUNTY				No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-5(47)283		See Index

Note: ○ Denotes Set ⅝" I.R. w/Cap



633+00
Conc. Pipe (In Pl.)
nove End Sections
and 18" Culv. Pipe - 32'
nst. Type "G-2MA" Inlet
nst. Paved End Slope Lt.
Exc. 5 C.Y.

637+06
nove 18" Culv. Pipe - 80'
nst. Manhole
nst. Paved End Slope
nst. 18" Culv. Pipe - 106'
Exc. 60 C.Y.

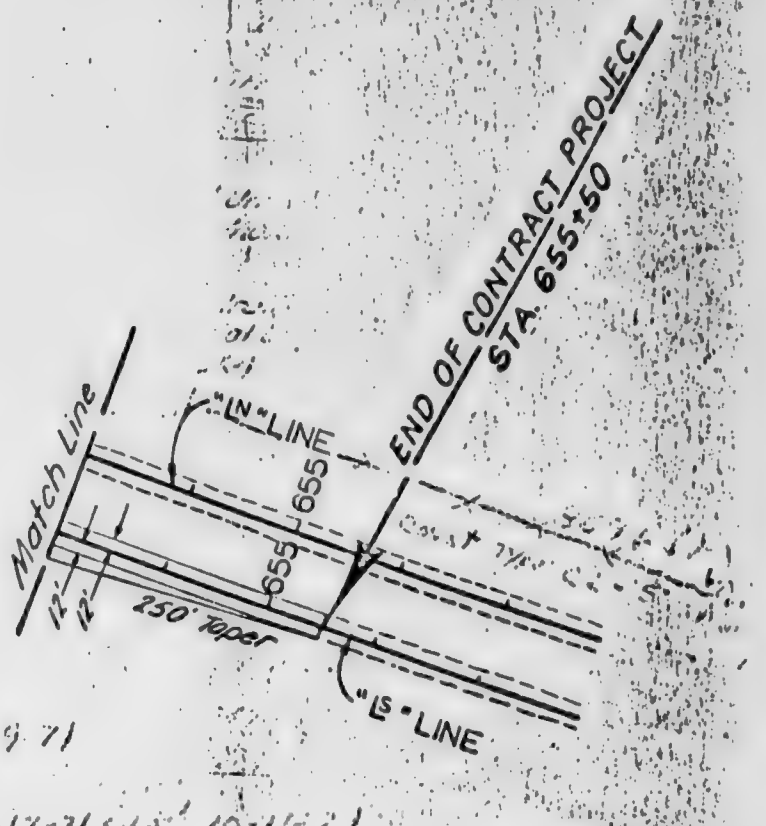
(7) "L" 644+20 To "L" 645+80
Const. Drain Ditch
2' Bottom, 4:1 Slopes
Df. Exc. 16 C.Y. Pd #1

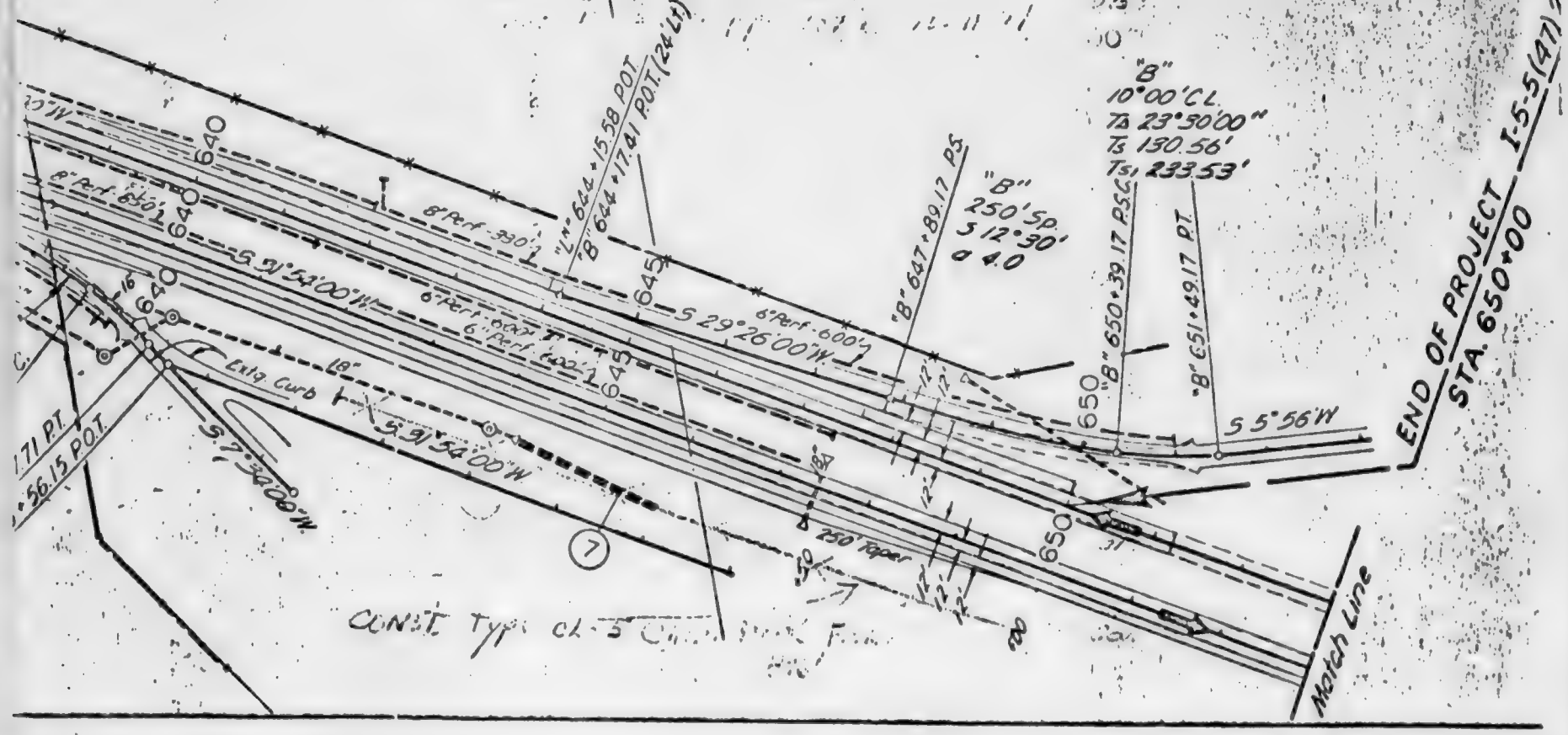
(8) "H" 640+30
Inst. 12" Culv. Pipe - 40'
Tr. Exc. 6 C.Y.

(9) [illegible]

(10) [illegible]

(11) [illegible]





T. 3 S., R. 1 W., W.M.

Sec. 35

Sec. 26

647450
Remove Sloped End Section, Lt.
Const. Type "G-2MA" Inlet
18" C.M.P. - 105' (in pl.)
Extend - 10' Lt.
Tr. Exc. 1 C.Y.

Access Control Line

R/W

NORTHBOUND

SOUTHBOUND

645

650

655

100

270'

18"

15"

Extg. Type "D" In

CONST. ℄ (N BD)

S 31°54' W.

G-2MA

Extg. Ditch

Extg. Pipe

CONST. ℄ (S. BD)

"WA" LINE

Const. Guard Rail - 900' (Type 2A)
With 2 Anchors

Remove Type 2
Barricade - 400'

WILSONVILLE SAFETY REST AREA

JESSE V. BOON (OLD)

"WA" 250'SP. S 12°30' E 4.0

"WA" 10°C.R. To 24°34' Ts 135.67 Ts 241.48

"WA" 657+06.35 P.T.

"WA" 655+00.00 P.C.

"WA" 653+35.68 P.C.

"WA" 654+56.35 P.C.S.

"WA" 651+55.07 POT. P.O.T. Alt. = S 5° 56' W.

"WA" 651+55.07 POT.

"WA" 655+00.00 P.C.

T-5-5(52)274

NORTH BOUND

Top. of Extg. Pvmt. 12' Lt. Extg. ℄

Extg. M

Selected Topsoil - 857 (1

Exc. 833

Emb. In Pl

Emb. In Pl

200

195

190

185

HUBBARD INTCHGE-WOODBURN INTCHGE SEC
PACIFIC HIGHWAY
MARION & CLACKAMAS COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-5-5(52)274	

"N.BD" 0°15' C.L. Δ 1°04' T 213.34'

"B" 662+24.15 P.T.

"N.BD" 0°15' C.R. Δ 1°04' T 213.34'

"WB" 10° C.L. Δ 21°30' Ts 121.17 Ls 220.05

"WB" 665+06.19 P.C.S.

"WB" 664+16.19 P.O.T. BK= "NB" 664+16.19 P.C.Ahn.

"N.BD" 664+64.00

"N.BD" 664+63

WILSONVILLE SAFETY REST AREA

"N.BD" 655+00 P.C.

"N.BD" 659+26.67 P.T.

"N.BD" 660+37.33 P.C.

"WB" LINE S 57° 34' W.

655

660

665

18"?

Extg. Type "D" Inlet

15"

(N.BD)

G-2MA

S.30°50'W.

R/W ℄

S.32°58'W.

>EXTG ℄

"WA" LINE

S.30°30'W.

250' Taper

R/W

Access Control Line

"WA" 250' Sp. S 12°30' 0.40

"WA" 10° C.R. Δ 24°34' Ts 135.67 Ls 241.48

"WA" 653+35.68 P.C.

"WA" 654+56.35 P.C.S.

"WA" 655+00.00 P.C.

"WA" 657+06.35 P.T.

"S.BD" 0°15' C.R. Δ 1°04' T 213.34'

655+20 Const. Type "G-2MA" Inlet Inst. 15' Sew. Pipe - 100' Under Pvmt. - 24' Tr Exc. - 22 C.Y.

"S.BD" 659+26.67 P.T.

"WA" 660+78.11 P.O.T. BK= "SB" 659+65.11 P.O.T. Ahn. (R&L)

"S.BD" 660+37.33 P.C.

"S.BD" 0°15' C.L. Δ 1°04' T 213.34'

"S.BD" 664+64.00 P.T.

"S.BD" 664+63.53 P.O.T.

"WA" 651+53.01 "WA" 651+53.01

NORTH BOUND

Top of Extg. Pvmt. 12' Lt. Extg ℄

Extg. Median Ground Line @ ℄

Selected Topsoil - 857 (Median)

Exc. 833

Emb. In Pl. 2852

Emb. In Pl. 2710 (Median)

7693

OREGON STATE HIGHWAY DIVISION

July 23, 1974

Anderson-Hannon-Rogers & Matich
3127 N. E. Halsey Street
Portland, OR 97213

Attention: Mr. Arland J. Anderson
EEO Officer

Re: Hubbard Intchg-Woodburn Intchg Section
Pacific Highway
F.A.Proj. No. I-5-5(52)274
Contract No. 7693
Compliance Conference

Dear Mr. Anderson:

This is to confirm our telephone conversation of July 2?, 1974 establishing compliance conference to be held in your office July 25, 1974 at 10:30 a.m.

Your July 17, 1974 commitment for correction of deficiencies noted at and following our September 24, 1973 compliance review will be discussed at this time.

Very truly yours,

C. T. Kelsey
Construction Engineer

By M. D. Green

M. D. Green
Construction EEO Engineer

cc: G. L. Green
H. S. Coulter
C. O. Fredrickson
C. E. Payton
Walter L. Barrie
Jim Butler
(Ron Anderson)

RECEIVED
JUL 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 22, 1974

FILE:

FROM: M. D. Glenn
Construction EEO Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Hubbard Intchg.-Woodburn Intchg. Sect.
Pacific Highway
F. A. Proj. No. I-5-5(52)274
Contract No. 7693
Compliance Review Report

Attached is report of compliance review held September 27, 1973 and issuance of Show Cause Notice on June 27, 1974.

Two informal conferences were held on July 8 and July 15, 1974 at contractor's request. The contractor submitted his reply to the noted deficiencies on July 17, 1974.

The contractor's reply is presently being reviewed. A compliance conference will be held later this week with the contractor.

Following this review recommendations based on the findings will be submitted.

MDG:mk

Attach.

cc: G. L. Green (2) w/attach.
H. S. Coulter "
Walter L. Barrie "
Jim Butler "
C. O. Fredrickson "
C. E. Payton

RECEIVED
JUL 23 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE: Oregon

2. [X] CONSTRUCTION [ ] NON-CONSTRUCTION

3. [ ] DIRECT FEDERAL [X] FEDERALLY ASSISTED

4. REVIEW REPORT NUMBER

5. REVIEW AUTHORITY

[ ] EXECUTIVE ORDER 11246 AS AMENDED [X] SEC. 22(a) FED. HWY. ACT, 1966 [ ] CIVIL RIGHTS ACT 1964 AS AMENDED [ ] OTHER (Specify)

6. [ ] APPLICABLE to Federal-Aid Highway Projects) [ ] POST-AWARD REVIEW [X] FOLLOW-UP REVIEW

7. [ ] ON-SITE [X] HOME OFFICE

8. I-5-(52)274
NO. 096

9. CONTRACT VALUE: 9,994,391

10. [X] COMPREHENSIVE REVIEW

11. [ ] SPECIAL REVIEW

12. DATES OF REVIEW: 9-27-73

13. CLASSIFICATION (Check Appropriate) [X] PRIME [ ] SUB [ ] VENDOR [ ] SUPPLIER [ ] OTHER (Specify)

14. NAME AND ADDRESS OF CONTRACTOR
Common-Rogers-Matich
(Joint Venture)
7213
ADDRESS OF DIFFERENT
215
97202

15. NAME AND TITLE OF POLICY OFFICER
Arland J. Anderson

16. NAME AND TITLE OF PROJECT OFFICER
Bob Hafstead
Project Manager

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER
Bob Hafstead
Project Manager

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H [X] YES [ ] NO

BEGINNING DATE	ESTIMATED COMPLETION DATE	ANTICIPATED PEAK EMPLOYMENT DATES
3-13-72	Sept. 1974	August 1972

[ ] IN-COMPLIANCE [X] IN-NON-COMPLIANCE [ ] SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

19. UNIONS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*

Attached list.

20. UNIONS AND OTHER RECRUITING AND TRAINING DATA

A. UNION IDENTIFICATION	B. UNION LOCAL NUMBER	C. DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS? YES	C. NO	D. DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS? YES	D. NO	E. DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, POST-APPRENTICE TRAINING PROGRAMS? YES	E. NO
[illegible]	320	X		X		X	
[illegible] Engineers - Port.	701	X			X		X
[illegible] - Salem	1065	X		X		X	
[illegible] - Salem	465	X		X		X	
[illegible] - Portland	2416	X		X		X	
[illegible]	324	X			X	X	

21. OTHER UNIONS, ESPECIALLY MINORITY OR FEMALE ASSOCIATIONS

A. UNION IDENTIFICATION — B. ADDRESS

[illegible] General Contractors — Portland, OR

TABLE A

JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		TRAINEES (JOB TRAINEES)	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1 OFFICIALS (MANAGERS)	1															
2 SUPERVISORS																
3 FOREMAN	1		1						1							
4 CLERICAL																
5 EQUIPMENT OPERATORS	1															
	1															
	1															
LABORERS, SKILLED	5		1		1											
LABORERS, UNSKILLED																
TOTAL	10		2		1				1							

TABLE B

NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

3 New hires - non-minorities

1 - Carpenter

2 - Laborers

BRIEF OF EMPLOYMENT DATA For the week ending August 31, 1973, the prime contractor had a work force of 10 employees of which 2 (20%) were minorities. Two subcontractors were active with a total work force of 28 of which 1 (3.6%) was a minority. The total work-force on the project was 38 of which 3 (8.0%) were minorities.

A review of the prime contractors employment since the last review on 7-25-72 indicate no minorities were employed except for a one week period during the strike in July 1973 when Veitch Corp. attempted to complete P.C.C. paving with 23 supervisory and non-union personnel. Seven of the 23 were minorities. The prime contractors have had 32 new hires, [illegible] were the minorities hired in July. There has been 66 new hires by the various [illegible] 3 of which were minorities.

[illegible] were to be provided persuant to 7-10(2).

(Continued on separate sheet)

EMPLOYMENT DATA NOT APPLICABLE

NO.	OCCUPATIONS (A)	MALE EMPLOYEES: TOTAL MALES (B)	MALE EMPLOYEES: MINORITY GROUPS: NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)	FEMALE EMPLOYEES: TOTAL FEMALES (G)	FEMALE EMPLOYEES: MINORITY GROUPS: NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	TOTAL ALL EMPLOYEES (L)
1	OFFICIALS AND MANAGERS											
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL											
6												
7												
8												
9	CRAFTSMEN (Skilled)											
10												
11	OPERATIVES (Semi-Skilled)											
12	LABORERS (Unskilled)											
13	SERVICE WORKERS											
14												
15												
16	Total Production Workers											
17	TOTAL											
18	Total employees hired from previous year in (if any)											

THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)

	WHITE COLLAR											
	PRODUCTION											

EMPLOYMENT AND TRAINING DATA This project is a joint venture between Anderson, Hannon, Rogers, and Matich Construction Companies. The H.A. Anderson Company was named as the home office, A.J. Anderson as policy officer, and the two project managers have been Anderson-Hannon employees. Each member in this venture, however, is apparently operating independently in their employment and training activities. Home office employment is therefore not considered applicable to this project.

...IS, PURCHASE, ETC.; (3) SUBMISSIONS...

...ACTIONS TAKEN WITH RESPECT TO EMPLOYMENT PROMOTION, TERMINATION, RATES OF PAY OR OTHER FORMS OF COMPENSATION, AND SELECTION FOR TRAINING, INCLUDING APPRENTICESHIP...

...SUB-CONTRACTS, AND COLLECTIVE...

...WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX...

...ACHIEVING EQUAL EMPLOYMENT...

...S. (SHOULD BE INDIVIDUALLY NUMBERED)

...Mr. Hoopala was project manager and compliance with their EEO ob...
...Mr. Robert Halstead replaced Mr. Hoopala as project man...
...Deterioration of compliance posture was immediately noticed. I...
...cancellation of bricklaying [illegible] project EEO activities being pe...
...problem was delayed by [illegible], not written were not settled unt...
...following deficiencies were noted in this review:

...staff meetings are not held at least every 6 months.

...olicy is stated in each new employee's first pay check. Mee...
...procedures for implementing the policy are brought to employee's a...
...held since April 19, 1972.

...ployees are not checked against minority group applicants. No ef...
...ort was made to rehire or refer for employment minority group [illegible]...
...ary 1973 after the strike was over. No evidence unions are solicited to...
...when orders for new hires are placed by project supervisors.

(Conclusion [illegible] page)

...INDIVIDUALLY NUMBERED)

...ctor verbally notified they w...

...ed employees are made w...
...EEO requirements. All...
...supervisor.
...been made by the A...
...[illegible] to...
...[illegible] Work or Overtime...

...which returned in the [illegible]...

...SIGNATURE AND DATE

...DO NOT CONCUR

...CONCUR

...CONCUR

...DO NOT CONCUR

...SIGNATURE, TITLE AND DATE

...SIGNATURE, TITLE AND DATE

...Office of EEO will not [illegible]

...1970 O—VII-582

COMPLIANCE REVIEW
Andersen-Hannan-Rogers-Matich
September 27 1973

Hubbard Intch.-Woodburn Intch.
Pacific Highway

F.A. Proj. No. I-5-5(52)274
Contract No. 7693

NAME	TITLE	REPRESENTING
M.D. Glenn	E.E.O Engr	OSHD
Bob Rogers	E.E.O Dir	ACC
A.S. Anderson	H.A. Anderson, E.E.O	H.A. Anderson
H.E. Hamilton	Office Man	OSHD
C.V. Lehman Jr.	Asst. Res. Engr	OSHD
Bob Hafstad	Project Mgr	Anderson-Hannan
James E. Chaney	Resident Engineer	OSHD
J.L. Widmer	E.E.O Officer	OSHD
Gerald Wimer	Reg Const Engr	OSHD
Warren Mueller	Res Bridge Engr	OSHD

ITEM #21 Sub-Contractors

NAME	ADDRESS	Total Emp	No Minorities	% Min	Amt. of Contract
Coral Corporation	Gladstone, OR	0	0	0	209,767
Teeples & Thatcher	Portland, OR	9	0	0	70,000

Note: Teeples & Thatcher acquired the Gonzales Road Boring Co., a minority sub-Contractor.

Olsen Electric	Vancouver, Wash.	0	0	0	195,936
Kiewit Construction Co.	Redding, Cal.	5	0	0	1,246,650
Cascade Const. Co.	Portland, OR	14	1	7.2	2,257,210
Mercer Industries	Portland, OR	0	0	0	133,936
Environmental Erosion Control	Puyallup, Wash.	0	0	0	32,750
Charles R. Watts Co.	Seattle, Wash.	0	0	0	50,100
McIntyre Elecl.	Portland, OR	0	0	0	116,924
Gillmore Steel	Vancouver, Wash.	0	0	0	756,495

Material Suppliers (Over $10,000)

Oregon Steel Mills	Portland, OR
Cascade Steel Mills	Portland , OR
Platt Electric Supply	Portland, OR
Armco Steel Corporation	San Francisco, Calif.
Portland Wire and Iron	Portland, OR
Empire building Material	Portland, OR
Wilsenville Concrete Company	Wilsonville, OR
Concrete Conduit Company	Auburn, Wash.
Transco Nothwest	Portland,OR
Pacific Sand and Gravel	Salem, OR
Kaiser Cement and Gysum Corporation	Seattle, Wash.
Union Oil Company	Portland, OR
Kurt Orban Company	Walnut Creek, Calif.
Mitsui and Company	San Francisco, Calif.
Coral Corporation	Gladstone, OR
Pacific Building Materials	Portland, OR
Oregon Asphaltic Paving	Portland, OR
Tigard Sand and Gravel	Tualatin, OR
V.S.L. Corporation	Los Angles, Calif.

#26 (Continued)

No	Craft	Appr.	O.J.T.	Prime	Sub	Comp'ltd.	Minorities
2	Ironworkers	x			Mercer Ind.	x	
1	Carpenter	x		x		x	
1	Cement Mason	x		x		x	
1	Teamster		x		Kizer Const.	x	
1	Laborer		x		Kiser Const.	x	
1	Laborer		x	x		x	Negro
1	Laborer		x	x		Partially	Oriental
1	Laborer		x	x		No	
1	Laborer		x	x		No	

Training for seven trainees has been completed as shown. One, a laborer, was a minority. Four of the seven trainees were trained by subcontractors.

The oriental laborer trainee was terminated after 156-1/2 hours of training. He was replaced by a non-minority which the contractor certified as having received 219 hours of training.

Training has not yet been provided to two laborer trainees.

#31 (Continued)

4. No evidence that wages, working conditions or other personnel actions are reviewed. Such actions are left up to craft foreman.

5. Training for two laborers has not been started.

6. No evidence of procedures for coordinating and monitoring to assure compliance of other joint venture members and subcontractors. Submission of records, reports and other documentation very poor.

Mr. Anderson had obviously done very little in the way of preparation for the compliance review. Requested data was either poorly prepared or not made available. Subcontractors representatives were not in attendance as requested. He was also not aware States representatives were having problems obtaining the required data from other members of the joint venture or some of the subcontractors. His main concern was related to that portion of the contract work in which Anderson-Hannon was directly responsible and which was substantially completed.

Item #32 (Continued)

Available work on the project at the time of the review was being curtailed as project was to be shut down for the winter. Remaining work to be done, except for traffic control, was dependent upon Matich returning to complete the P.C.C. paving the spring of 1974. Project office was being closed down and the project supervisor returning to Portland. Mr. Anderson and Mr. Hafstad believed they would be able to document that most of the noted deficiencies were invalid after a review of their project records.

The compliance review report and written notice of non-compliance was not sent to the contractor within 15 days following the review in accordance with IM-40-2-72 guidelines due to other EEO activities considered more pressing.

Following the review there was a noticeable improvement in the submission of required records and reports. This indicated the possible correction of the monitoring and coordinating deficiencies. As minority employment on the project had generally been satisfactory considering the intermittent progress of the work, I therefore decided to monitor their activities further before sending show cause notice. My primary concern was the training remaining to be provided which we had been assured on several occasions would begin when Matich moved back on project.

I issued show cause notice based on findings at September review after receipt of contractors staffing reports indicating on-the-job training had not commenced when Matich started paving. This was considered more expeditious than the normal process of scheduling another compliance review. See attached copy of June 17th memo to file.

OREGON STATE
HIGHWAY DIVISION
P. O. Box 272
Woodburn, Oregon
June 21, 1974

Andersen - Hannan, Rogers & Matich
P. O. Box 13367
Portland, Oregon 97213

RE: Hubbard Intchge. - Woodburn
Intchge.
Pacific Highway
Contract No. 7693

Attention: Lon De Grange
Project Supt.

Dear Sir:

On June 6, 1974, Construction E.E.O. Engineer's M.D. Glenn and John L. Widmer, along with my Office Man Howard Hamilton inspected the project work sites. The required E.E.O. Poster was posted inside Matich Construction Co's Office Trailer at the plant site but other deficiencies were noted as follows:

1. Co. E.E.O. Policy was not posted
2. Name of E.E.O. Officer and where he could be contacted
3. Wage Rate information
4. Anti-fraud poster

We assume that upon completion of the P.C.C. Paving, Matich will move out his office trailer, therefore some other means will have to be found to display the required E.E.O. information.

The responsibility for compliance with E.E.O. requirements as set forth in the Special Provisions for this contract falls upon the prime contractors.

Much of the work remaining to complete the project is subcontract items, therefore as prime contractor's we are looking to you to use your best efforts to assure subcontractor compliance with their E.E.O. obligations.

Respectfully,

C. E. Payton
Resident Engineer

cc: Constr. EEO Engr.
Region
File

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 17, 1974

TO: M. D. Glenn
Construction EEO Engineer

FILE:

SUBJECT: Hubbard Interchange -
Woodburn Interchange Section
Pacific Highway
F.A.P. No. I-5-5(52) 274
Contract No. 7693
EEO Obligation

On September 27, 1973, a review of Anderson-Hannon-Rogers and Matich's compliance with the EEO contract requirements was made. Numerous deficiencies were noted, particularly in the dissemination of policy to employees, providing training, reporting and generally working with the State in carrying out the EEO obligations. The project was in the process of being shut down for the winter at the time of review.

A review of the contractors and resident engineer's monthly reports indicate voluntary correction of deficiencies and compliance with EEO contract requirements has not occurred since work resumed this spring.

On June 6, 1974, I contacted the resident engineer's office to verify the contractor's failure to correct deficiencies. No documentation of corrections has been received by the resident. There was also some question about the required posters being displayed since original project office was moved off the project. There was no evidence of the contractor's efforts to complete required O.J.T. Training.

On June 6th, I met with Howard Hamilton and inspected project work sites. The required EEO poster was posted inside Matich's office trailer at plant site but other deficiencies were noted:

1. EEO Policy was not posted,
2. Name of EEO Officer and where he could be contacted,
3. Wage Rate information,
4. Anti-fraud poster.

Mr. Hamilton was to notify the contractor of these deficiencies.

In view of the contractor's continued failure to voluntarily comply with the contract obligations, I will proceed with issuance of a show cause notice.

WJO:mk

cc: H. S. Coulter
C. O. Fredrickson
C. E. Payton

APPROVED
Signed
on Email
6-17-74

7693

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 19, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Anderson Hannan, Rogers, Matich
Contract 7693

Treasurer's Receipt #1162 (TCD 197989 in the amount of $430,744.69), contract 7693, matured on July 8, 1974 and has been returned to Anderson, Hannan, Rogers, Matich.

Treasurer's Receipt #1294 (TCD 15113 in the amount of $440,000.00) has been issued to replace #1162 and is to be in lieu of retainage on contract 7693.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1294

SAFEKEEPING RECEIPT

Received for Account of Anderson-Matich-Hannan--Rogers
3427 N.E. Halsey St.
Portland, Oregon

Address

Date July 17, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
TCD Bankers Trust Co. New York Bankers Trust Receipt dated 7-9-74 Due 9-9-74 11.90% Held at Bankers Trust Interest at Maturity Safekeeping Receipt F.N. Bank Portland, Oregon, Head Office	15113	1	440,000				440,000.00
							440,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 18, 1974

First National Bank of Oregon
1300 S.W. Fifth Avenue
Portland, Oregon 97208

Attn: E.D. Lipscomb, Vice Pres.

Gentlemen:

Treas Rec # 1162

Reference your letter dated July 12, 1974, please find enclosed T.C.D. number 197989 in the amount of $430,744.69, in the name of Anderson-Hannan-Rogers-Matich which matured on July 8, 1974.

We acknowledge receipt of your safekeeping receipt number 15113 which covers T.C.D. held at Bakers Trust Company, New York, New York, in the amount of $440,000.00 for the account of Anderson-Hannan-Rogers-Matich.

Treas. Rec # 1294

This T.C.D. is in lieu of retainage on State Highway contract number 7693.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Anderson-Matich-Hannan-Rogers, 3427 N.E. Halsey St. Portland, Ore.
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JUL 19 1974
Contract Acctg.

COPY

7693

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 18, 1974

FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: Hubbard Intchg-Woodburn Intchg. Section
Pacific Highway
F. A. Proj. No. I-5-5(52)274
Contract No. 7963
Show Cause Notice Conference

On July 15th I met with Mr. Arland, J. Anderson, and Bob Rogers at Mr. Anderson's office in Portland. The purpose of this conference was to review their proposed replies to the July 27th Show Cause Notice.

The proposed replies consisted of three or four vague statements and a 320 hour roller operator training program as a substitute for the laborer trainee approved for training slot #9. I pointed out their reply must indicate the specific action they intended to take and the date each action will be completed. Also each noted deficiency must be covered in their reply.

Mr. Anderson claimed to have found documentation of a supervisory meeting not in our records but was unable to locate when I asked to see it. He stated that upon reviewing Mr. Hofstad's project records they found he did not keep a job diary so may not be able to document some of their past efforts of compliance.

I informed Mr. Anderson the proposed 320 hour training program was not acceptable as it was not of sufficient length to qualify the man for journeyman status. Bob Rogers said he would get together with Cascade Construction that afternoon to make up an acceptable program.

Mr. Anderson wanted me to take what they had prepared to date and they would send the rest on to me. I instructed them to present the total package all at one time. Mr. Anderson said he would deliver everything in to my office in day or so when they get it all together.

On way back to Salem I stopped at job site to review posters which were suppose to have been placed. I found an EEO poster, Wage Rate Information poster (PR-809), and False Representation poster (PR-1622) posted on door of trailer near the scale site. The company EEO policy statement or the EEO Officer's name was not posted, however. The required wage rate schedules were not attached to the Wage Rate Information poster as required.

I then went to Mr. Payton's office in Woodburn to see if another bulletin board was up on the job somewhere and determine when the required posters, which I had provided, were given to the project superintendent. Cliff Lehman said he gave the posters to Mr. Don DeGrange, Project

RECEIVED
JUL 18 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Superintendent of Rogers Construction last week. Mr. DeGrange wanted to know why they had to put up all that stuff, so he had to give him a brief review of the EEO requirements.

Howard Hamilton gave me summary of all payments made for on-the-job training. Payment has been made only for training on which they have documentation. This covers all trainees except Ironworker Apprentices furnished by Mercer Industries.

MDG:mk

Att.

cc: H. S. Coulter w/attach.
C. O. Fredrickson "
C. E. Payton "
Jim Butler "

ANDERSEN-HANNAN-ROGERS-MATICH
P. O. Box 13367
Portland, Oregon 97213

July 11, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: M. D. Glenn
Construction EEO Engineer

Reference: Hubbard Interchange-Woodburn Interchange
Section Pacific Highway (FAP No. I-5-5(52)274
Contract No. 7693

Gentlemen:

Wish to inform you pursuant to your direction at our informal meeting, Monday, July 8, 1974. We are or have assembled the information needed to answer your letter of June 27, 1974. This letter with enclosures will be delivered to you at our next meeting. So that we may know immediately of any further information required by you, please accept this letter as a commitment.

Very truly yours,

ANDERSEN-HANNAN-ROGERS-MATICH

A. J. Andersen
E. E. O. Officer

AJA/ljp
Enclosure

7693

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

July 11, 1974

FILE:

FROM: M. D. Glenn
Construction EEO Engineer

TO: THE FILES

SUBJECT: Hubbard Intchge.-Woodburn •
Intchge. Section
Pacific Highway
FAP No. I-5-5(52)274
Contract No. 7693
Show Cause Notice Conference

On July 9, 1974, I met with Mr. Arland J. Anderson, EEO officer for Anderson-Hannan-Rogers-Matich; Bob Rogers - A.G.C. and George Morton of Cascade Construction Co. at Mr. Anderson's office in Portland. This conference was primarily to review the deficiencies noted in the June 27th Show Cause Notice.

Each deficiency was reviewed. Very little information was presented that had not been covered at the September review. Mr. Anderson submitted staffing reports for months of Feb. 1974 through June 1974 when Anderson-Hannan had less than 10 employees and reports were not required. Copies of these reports are being forwarded to Mr. Payton, the resident engineer.

Mr Anderson admitted he had not paid much attention to what other members of the joint venture and the subcontractors were doing about their EEO obligations as all were well known contractors who should have known what was required and have established procedure for fulfilling their obligations. He's in the process of getting Rogers and Matich's EEO records and any other information they may have.

Bob Rogers said he attempted to get employment records from Matich last year after the compliance review but was not successful.

Mr. Anderson reviewed the on-the-job training provided to date (Defficiency #9). He stated their October 3, 1973 letter to Jerry Luttropp was in error. Mr. Luttropp was suppose to fill training slot #8. I pointed out this really did not help as much. Mr. Hironaka only received 156-1/2 hours of training from Rogers Construction before being discharged. This is considered to be a token amount of training with no evidence presented that they had attempted to refill the position. The 219 hours of training provided Mr. Luttropp was not according to the approval training program and would also be considered a token amount of training. Training slot No. 9 was still unfilled.

Mr. Anderson asked if I would consider accepting a revised training program for trainee No. 9. This would be for upgrading an existing laborer to a rollerman on Cascade Construction's paving crew. I agreed to the change providing they submitted the training program right away so I could get it to FHWA for approval.

RECEIVED
JUL 12 1974
Office of
Assistant State Highway Engineer

Mr. Anderson will contact me for another conference after he has obtained data from the other members of the joint venture. At that time his proposed corrections on the noted deficiencies will be reviewed.

MDG:mk

cc: G. L. Green
H. S. Coulter
C. O. Fredrickson
C. E. Payton/attachments
Jim Butler

7693

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 5, 1974

FILE:

NOTED
H. S. COULTER

FROM: C. T. Keaser
Construction Engineer

TO: Jack Sollis
Asst. Attorney General &
Asst. Counsel

SUBJECT: Question of State Obligation to pay for cost of removing, storing and replacing reinforcing steel.
Hubbard Interch.-Woodburn Interch. Section, Pacific Highway I-5
Contract No. 7693

Attached is a copy of my letter of June 20, 1974, to the Federal Highway Administration requesting their participation in the cost of removal, storage and replacement of reinforcing steel on the 2.7 mile section at the south end of the northbound lanes on the subject project. Also attached is a copy of the reply signed by G. K. Hossner, District Engineer for the F.H.W.A., requesting a legal opinion on the State's responsibility for the payment under our Standard Specifications and the Special Provisions for this contract.

There were a number of circumstances which would affect the application of the specifications, including the equipment operators strike, the laborers strike, remobilization by the contractor following the strikes, the imminence of the fall rainy season in 1973 and the inadequate design of the stage II construction which should all be considered.

Please review this question and favor me with your opinion of our legal obligation in the matter.

CTK:fr

Att.

cc: H. S. Coulter

RECEIVED
JUL 8 1974
Office of
Assistant State Highway Engineer

#7143

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(52)274
Hubbard Interch.-Woodburn Interch.
Price Agreement #43
Extra Work Order #32

DATE: July 2, 1974

In reply refer to: 10-41-B2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. C. T. Keasey, Construction Engineer

Your June 20, 1974 letter covers in detail the events that took place on the subject project which caused the additional work in removing and replacing the reinforcing steel for the concrete paving.

The decision for removing the steel for safety reasons was a good one and concurred in by this office. We do question however the obligation of the State and in turn Federal-aid participation in the work. It would appear that it is still the contractor's obligation to consider the safety aspects of his work and should be responsible for the traveling public.

However, due to all the circumstances that have led up to this problem we recommend that a legal opinion would be in order and helpful in assisting in deciding on your recommendation for approving the orders.

G. K. Hoosman for
G. L. Green

NOTED
A. E. [illegible]

RECEIVED
JUL 3 1974
Office of
Assistant State Highway Engineer

7-3-74
ovig to Keasey
by Hoosman

RECEIVED
STATE HWY ENGR
JUL 3 '74
REFER TO
FOR
Info | Analysis | R/D | D/R | Con | Ltr

NOTED
H.S. COULTER

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

REGISTERED MAIL

June 27, 1974

Andersen-Hannan-Rogers-Matich
3427 N.E. Halsey Street
Portland, OR 97213

Attention: Mr. Arland J. Andersen
EEO Officer

Re: Hubbard Intchge.-Woodburn Intchge. Section
Pacific Highway
F.A.P. No. I-5-5(52)274
Contract No. 7693
Show Cause Notice - Noncompliance with
EEO Contract Requirements

Gentlemen:

This is to inform you that your organization has been found to be in noncompliance with your equal employment opportunity contract requirements. You must take either of the following actions:

1. Agree in writing to take prompt corrective action to the deficiencies listed below, or
2. Show cause why formal proceedings should not be instituted.

The results of the findings at the review, conducted at the office of H. A. Anderson in Portland on September 24, 1973, indicated that good faith efforts have not been made to comply with the specific EEO contract obligations in the following areas:

1. You have not worked with the State Highway Division in carrying out EEO obligations or in our review of your activities under this contract. Requests by the State's project engineers to correct noted deficiencies and provide required records and reports have been complied with only after numerous written notifications and requests. Affirmative action to voluntarily correct recurring deficiencies has not been taken.

2. Periodic meetings of supervisory and personnel office employees have not been conducted at least once every six months. The last reported meeting was held April 19, 1972. At the review you stated a meeting would be scheduled when work started up again in 1974. To date no such meeting has been held.

Received
JUN 28 19
Office of
Assistant State Highway Engineer

3. All new supervisory or personnel office employees are not given a thorough indoctrination of the organization's EEO obligations by the EEO Officer or other knowledgeable company official.

4. Notices and posters setting forth your equal employment opportunity policy has not been continually in place in areas readily accessible to employees, applicants for employment and potential employees.

5. Your EEO policy and procedures to implement such policy has not been brought to the attention of employees.
The last meeting for employees was held April 19, 1972.

6. You do not encourage present employees to refer minority group applicants for employment nor discuss with employees information and procedures regarding referral of minority group applicants.

7. There is no evidence that periodic inspections of project sites are made to insure working conditions and employee facilities are non-discriminatory in treatment of project site personnel.

8. There is no evidence that reviews of wages paid or personnel actions are made to determine any evidence of discriminatory practices. You stated this is left up to the craft foreman and is based strictly on seniority.

9. You have not provided all the on-the-job trainees specified under the contract. No attempt has been made to fill two laborer trainee positions (Trainees No. 8 and 9). One laborer trainee position has only been partially fulfilled (Trainee No. 7). Work, in which these trainees were to be trained, according to the approved training program, has been available for a considerable period of time. The majority of the training provided trainee No. 7 was not in accordance with the approved training program.

10. You have not used your best efforts to assure subcontractor compliance with their equal opportunity requirements.

11. You have not furnished all information and reports as specified. This includes your monthly staffing reports, quarterly training reports, payrolls, notification of material suppliers and certificates to trainees.

A review of your reports since commencing work this year and the results of a project inspection on June 6, 1974, indicate the findings at our September review are still valid.

The Department of Labor regulations (Title 41, Code of Federal Regulations, Chapter 60) implementing Executive Order 11246 are applicable to your Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II2d).

Section 60-1-20(b) of these regulations and instructions issued by the Office of Federal Contract Compliance (OFCC), U.S. Department of Labor require that, when equal employment deficiencies exist, it will be necessary that you make a written commitment to correct such deficiencies before you may be found in compliance. This commitment must include:

1. The specific action you propose to take to correct each of the listed deficiencies.
2. The date when each action will be completed. The time period shall be no longer than necessary to effect the necessary correction.
3. Provide for the submission of monthly reports which shall include a head count of minority representation at each level in each trade and a list of minority employees.

This commitment shall be submitted to this office no later than 15 days from the date of your receipt of this letter.

A compliance conference will be scheduled at your Portland office within one week following receipt of your commitment. At this time we will discuss your commitment.

If your written commitment is acceptable, you will be found in compliance contingent upon your effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Office of Federal Contract Compliance and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If (1) you do not submit the written commitment discussed above within the 15 days allowed; or (2) you indicate either directly or by inaction that you do not wish to participate in the scheduled conference; or (3) your written commitment is not acceptable and the matter cannot be immediately resolved at the scheduled compliance conference, you must show cause within 30 days from your receipt of this letter why formal sanction proceedings in accordance with 41 CFR, Part 60-1, should not be instituted.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal employment opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be cancelled, terminated, or suspended; and you may be debarred from further such contracts and subcontracts. Such other sanctions, as are authorized by Executive Order 11246, may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to M. D. Glenn, Construction EEO Engineer, Oregon State Highway Division, State Highway Building, Salem, Oregon 97310, Phone: 378-6318.

Very truly yours,

C. T. Keasey
Construction Engineer

By

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: H. S. Coulter
Walter L. Barrie
Jim Butler
C. O. Fredrickson
C. E. Payton
Glen L. Green

762

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

HIGHWAY BUILDING SALEM, OREGON 97310

June 20, 1974

Mr. Glenn Hossner
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Price Agreement No. 43
Extra Work Order No. 32
Hubbard Interch.-Woodburn Interch.
Pacific Highway, I-5-5(52)274
Contract No. 7693

Dear Mr. Hossner:

The subject price agreement and force account work order covering the removal and reinstallation of the reinforcing steel for the southerly 2.7 miles of the northbound lanes on this project is a direct result of the labor strikes which occurred during the 1973 construction season.

The contractor's original schedule for the P.C.C. paving on this project called for completing the 24 foot panels both northbound and southbound by early June of 1973, then moving the plant and equipment out to other work, returning in August, 1973, to complete the northbound and southbound 12 foot panels. This was a reasonable schedule and the remaining work on the project could reasonably have been completed by late fall of 1973. The time lag between paving the 24 foot panels and the 12 foot panels was necessary for curing of the P.C.C., constructing the inside A.C. paved shoulders, the staging of traffic and the placement of reinforcing steel for the 12 foot panels.

Prior to the strike, which began on June 1, 1973, the contractor had placed all the steel for the 24 foot inside panels except in those areas where it was necessary to gain access to the median. The paving was begun proceeding northerly from the batching plant at a point 2.7 miles northerly from the southerly end of the project, the intent being to proceed to the north end of the project, turn around and pave the entire southbound 24 foot panels, and then complete the southerly 2.7 miles of the northbound lanes.

At the time the first strike started, June 1, 1973, the contractor had started paving northbound as planned with the expectation of completing the 24 foot panels by June 11, 1973. The strike caught him with approximately 2-1/2 miles left to go on the southbound lanes and with all the reinforcing steel placed for the 24 foot panels on the remainder of the project.

RECEIVED
JUN 21 1974
Office of
Assistant State Highway Engineer

Following a series of accidents involving vehicles going out of control and running into the reinforcing steel, at least five of which were impaled by the steel bars and one involving injury to a person whose leg was pierced by a steel bar, a meeting between the contractor, the State Highway Engineer and the Governor resulted in an order to the contractor to move the exposed reinforcing steel back away from its close proximity to traffic as a safety requirement, to be done entirely at the contractor's expense. Though we did receive a bill from the contractor for this work, the claim has been rejected.

The removal of the above steel was accomplished between June 11 and June 13, 1973.

The strike became prolonged and the contractor had other work in the southwest to which he was previously committed in accordance with his original schedule. In an attempt to meet his previous commitment to this contract, he reinstalled the steel removed in mid-June and with non-union labor proceeded to complete the southbound leg of the 24 foot panel, about July 7, 1973, at which time the strike situation came to a point where it was necessary to stop the non-union operation. At that time, there was only about three or four days paving left to complete the 2.7 miles of 24 foot panel on the south end of the northbound leg.

With the negotiations for settlement of the strike seemingly deadlocked and with no indication of a settlement in sight, the contractor, faced by his previous commitments in the southwest, decided to move his plant and paving equipment out to meet schedules on the other work. This move-out was started on July 13, 1973.

Three weeks later, on August 7, 1973, the Operating Engineers' strike was settled and work began to get underway. This settlement was rather sudden, however, and the contractor had no time to get the paving plant and equipment back to the project before the Laborers union went on strike on August 13, 1973. This second strike lasted 8 days and was settled on August 21, 1973.

The 6-day period between strikes cannot really be considered as productive, since the time was consumed in attempting to remobilize men and equipment to proceed with the work, and in demobilizing for the second strike. The total effect of the strike then was from June 1, 1973, to August 21, 1973, a period of 82 days, and it was necessary to again remobilize after the second strike.

By this time, many of the workmen had scattered to other jobs in areas not involved in the strike and considerable difficulty was encountered in locating an adequate work force to proceed with the project.

The contractor had also committed his equipment to completion of other work in the southwest and was unable to immediately stop that work and return to this project.

Traffic was still being carried on the stage II surfacing which had only been designed to carry traffic for a 2 to 3 month period during the summer months.

On August 31, 1973, a meeting was held with the contractor to review the construction sequences involved if the project were to be completed that fall. Paving of the inside shoulder along the previously placed P.C.C. paving was underway during this time.

The construction sequences involved were basically:

1. Completion of the 2.7 miles of 24 foot P.C.C. paving.
2. Delay for cure of P.C.C.
3. Place A.C. pavement on inside shoulder of 2.7 miles.
4. Shift traffic to stage III, using paved A.C. shoulder for one lane and the inside P.C.C. panel for the other.
5. Place reinforcing steel for outside 12 foot panel.
6. Pave outside 12 foot P.C.C. pavement with required staging for Fargo Road Interchange and northbound and southbound truck scales.
7. Place A.C. pavement on outside shoulders and ramps.

In reviewing the time required to accomplish all these operations at a subsequent October 10, 1973 meeting, it was determined that to continue at that time would throw most of the remaining P.C.C. paving into the rainy season with probable subsequent damage to freshly placed P.C.C. and an intermittent work schedule which would cause further delays.

The stage II pavement on which traffic was operating was experiencing considerable distress because of the short term design and it was considered essential to move traffic as soon as possible to stage III.

It was also determined that it would not be in the best interests of the State to proceed with the P.C.C. paving on the outside panels because of the lateness of the season and probable damage from rains.

These decisions then prompted a review of the completion of the 2.7 miles of 24 foot pavement on the south end of the northbound lanes, and the decision was made that it would be reasonably impractical to require the contractor to move his plant and equipment back onto the project to complete this short section when we would not permit him to proceed with the final completion of the P.C.C. pavement.

Since these decisions required that completion of the P.C.C. pavement be delayed until the 1974 construction season, and that traffic be removed from the stage II surfacing because of the increased deterioration and the rapid approach of the rainy season, it was then necessary to order the contractor to remove the previously placed reinforcing steel in the 2.7 mile section in question and store it in a location where it would not present a hazard to passing traffic under ice and snow conditions during the winter, and where it could be protected from excessive damage from the elements.

This removal was completed during the period November 20 to December 8, 1973, and the steel was reinstalled this spring just prior to commencement of the completion of the paving.

The removal work was accomplished and paid for under Price Agreement No. 43 in the amount of $14,504.87, based on the contractor's force account costs. The installation prior to paving was done under E.W.O. No. 32 on force account basis. This reinstallation had been estimated at $25,000, but was accomplished for $12,147 billed to date, with approximately $2,500 yet to be billed, for a total of about $14,647.

The long delay caused by the strikes in the 1973 season and the decisions made with regard to completion of the P.C.C. paving made it necessary to do this work in the interests of safety to the public during the winter months. We therefore request your concurrence in participation on the costs incurred on these two change orders.

Very truly yours,

C. T. Keasey
Construction Engineer

CTK:rr

bc: H. S. Coulter
C. O. Fredrickson

#7673

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 16, 1974

Anderson-Hannen, Rogers and Matich
P. O. Box 215
Aurora, Oregon

Gentlemen:

Subject: Resident Engineer Assignment
Hubbard Interchange- Woodburn
Interchange Section
Interstate 5

The resignation of Ernest L. Scrivner, Resident Engineer on the subject project has made it necessary to transfer another Resident Engineer to this project at this time. Mr. C. E. Payton will assume the responsibilities of Resident Engineer effective June 1, 1974.

It is unfortunate that a change in Resident Engineers on this project has been made necessary but we are sure that you will give us your cooperation in making this transition as smooth and effective as possible. We appreciate your consideration during this transition period.

Very truly yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION II ENGINEER

COF:lb

cc: H. S. Coulter
C. T. Keasey

RECEIVED
MAY 20 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7693

8

May 10, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 32

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion & Clackamas

The Order covers reinstallation of reinforcing steel on the southerly portion of the northbound lanes. The steel was removed last winter for traffic safety.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer which contain the justification for responsibility.

This was recommended for approval, subject to review, by the Federal Highway Administration District Engineer on April 22, 1974.

Your approval as of April 22, 1974 is requested.

Attach.

JK:pr

7693

May 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 33

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

County Marion

The Order covers removal of asphaltic concrete and base rock from the temporary ramps. This work is necessary to facilitate paving operations.

Attached is a copy of a letter from the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on April 5, 1974.

Your approval as of April 5, 1974 is requested.

Attach.
JK:pr

7693

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 12, 1974

TO C. W. Head
John Bond
V. Gallagher
John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Anderson, Matich, Hannan, Rogers
Contract 7693

Treasurer's Receipt #1162 (TCD 197989) in the amount of $430,744.69 is a replacement for Treasurer's Receipt (TCD 168991) in the amount of $422,468.41 which has been returned to Anderson, Matich, Hannan, Rogers.

Copies of letters and Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1162

Received for Account of Anderson-Matich-Hannan-Rogers
3427 N.E. Halsey St.
Address Portland, Oregon

Date April 10, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Portland, Oregon 9.00% Dated 4-8-74 Due July 8, 1974 {Information only Replacement for Treas Receipt #1005}	197989	1	430,744.69				430,744.69
							430,744.69

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 10, 1974

Anderson-Hannan-Rogers-Matich
3427 N. E. Halsey Street
Portland, Oregon

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National of Oregon, Portland, Oregon, we have released and mailed to them your T.C.D. number 168991 in the amount of $422,468.41 which matured on April 8, 1974.

Enclosed please find our safekeeping receipt number 1162, which covers T.C.D. 197989 in the amount of $430,744.69 replacing T.C.D. number 168991.

Treas Rec # 1605 (TCD 168991)
422468.41

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Commission, attn: Dick Macek
cc: First National Bank of Oregon, Portland, Oregon
attn: Ed Lipscomb, Vice Pres.

RECEIVED
APR 12 1974
Contract Acctg.

COPY

April 9, 1974

Mr. James A. Redden
State Treasurer
State of Oregon
Salem, Oregon 97310

Attention: Mr. Merle Crowe
Cashier

Re: Andersen-Hannan-Rogers-Matich

Gentlemen:

Please find enclosed our Time Certificate of Deposit #197989 in the amount of $430,744.69. This renews Time Certificate of Deposit #168991 in the amount of $422,468.41. The additional amount of $8,276.28 has been added to the new Time Certificate of Deposit reflecting accrued interest during the last 90 days.

Please forward the Certificate you now hold, #168991, to my attention. Enclosed is a self-addressed envelope for your convenience.

Cordially,

E. D. Lipscomb
Assistant Vice President

EDL:js

cc's: V. E. Skoog
James Chaney
Highway Construction Engineer
Andersen-Hannan-Rogers-Matich

REFERRED TO
Frank S. Sutton

RECEIVED
APR 12 1974
Contract Acctg.

April 10, 1974

First National Bank of Oregon
1300 S.W. 5th Avenue
P. O.Box 3131
Portland, Oregon 97208

Attn: E. D. Lipscomb, Ass't Vice Pres.

Gentlemen:

Reference your letter dated April 9, 1974, please find enclosed T.C.D. number 168991 in the amount of $422,468.41, due April 8, 1974, for credit of Anderson-Hannan-Rogers-Matich.

We acknowledge receipt of T.C.D. number 197989 in the amount of $430,744.69 which replaces the matured T.C.D. number 168991.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Anderson-Hannan-Rogers-Matich, 3427 N.E. Halsey St. Portland, Oregon

RECEIVED
APR 12 1974
Contract Acctg.

7693

April 10, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 29

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost to construct curbed islands between the main roadway and the two weigh stations on this project. Construction of these curbed islands will raise the planting area necessary for good plant growth. This work will improve drainage and eliminate ponding of water in the island areas, as well as provide easier and better maintenance of the screen planting.

A copy of the Engineer's letter of explanation of the drawings showing the proposed work is attached.

This work was tentatively approved by the Federal Highway Administration District Engineer August 15, 1973.

Your approval as of August 15, 1973 is requested.

Attach.

BMW:js

7693

5

RECEIVED
STATE HWY ENGR
APR 1274
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 8, 1974

The Honorable Harvey Akeson
1627 N. E. 126th
Portland, Oregon 97230

Dear Harvey:

I referred your comments on the lighting on the segments of the State Highway system between Salem and Portland to the Highway Division for review.

Lighting on this section was turned off at the end of the construction season last fall. The accident record through this section has not indicated any problem because of the lack of lighting, as the majority of accidents occurred when no construction activity was present on this section.

The lighting was restored on the section under construction between the Woodburn Interchange and the Hayesville Interchange on February 14, and was kept on during the hours of darkness until the windstorm on March 1 did a considerable amount of damage, necessitating turning off the lights to effect repairs. These repairs are now under way, and it is estimated the lights will be turned back on approximately April 1.

The other section under construction lies between the Hubbard Interchange and the Woodburn Interchange, and an extensive upgrading last fall brought it to a condition equal to, or better than that which existed before the construction activity took place. These lights have not been reactivated, and it is not anticipated they will be necessary until construction activity begins. The contractor estimates he will return to work approximately April 1, and the illumination will be restored as the construction activity warrants.

The lighting on these two sections of highway is of a temporary nature, and was installed only to provide for the safe passage of traffic during periods when construction activity caused hazards which would not normally exist. It is not anticipated these lights will be left in place after the construction activity is completed. The Highway Division is giving every consideration to the safety of the traveling public and appreciates your interest.

Sincerely,

Governor

NOTED
MARIE STEPHENS
4-12-74

TM:dr

3.7.74 Akeson to Highway

SENATE COMMITTEE
WILLIAM HOLMSTROM, CHAIRMAN
BETTY ROBERTS, VICE CHAIRMAN
L. W. NEWBRY
EDWARD N. FADELEY
BILL STEVENSON
FRED W. HEARD
JACK D. RIPPER

HOUSE COMMITTEE
PHILIP D. LANG, CHAIRMAN
KEITH D. SKELTON, VICE CHAIRMAN
STAFFORD HANSELL, Vice Chrm.
HARVEY AKESON
ROBERT C. INGALLS
WILLIAM McCOY
MARY ROBERTS
Les AuCoin

JOINT WAYS AND MEANS COMMITTEE

FIFTY-SEVENTH LEGISLATIVE ASSEMBLY

ROOM 117, STATE CAPITOL BUILDING

FLOYD J. GOULD, EXECUTIVE SECRETARY

SALEM

Highway for reply

February 4, 1974

The Honorable Tom McCall
Governor of the State of Oregon
Capitol Building
Salem, Oregon

Dear Governor McCall:

I urge you in the strongest possible way to direct the Highway Division to restore lighting to those segments of the state highway system which are a serious hazard to motorists. One section in particular is that portion of Interstate Highway now under construction between Portland and Salem. The combination of construction, inclement weather and daylight savings time presents an extraordinary hazard to early morning commuters. Although a reduced speed limit and added state police patrol has alleviated the condition to some degree, I believe that lighting during the winter months is absolutely essential to health and safety.

The hydroelectric shortage last fall warranted many conservation efforts, but even then failure to reduce severe risks during periods of darkness and bad weather could be questioned. Now, at a time when exportation of abundant hydroelectric energy is being considered, failure to illuminate extremely hazardous areas may be considered negligence.

Please give what I consider to be a dangerous situation your earliest attention.

Very truly yours,

Harvey Akeson

Representative Harvey Akeson

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

RECEIVED
OFFICE OF HWY ENGR
MAR 8 '74
REFER TO
FOR
Info | Comment | Sign | Act | File

RECEIVED
MAR 11 1974
Office of
Assistant State Highway Engineer

7693

April 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 29

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost to construct curbed islands between the main roadbed and the two truck weigh stations on this project. These islands will prevent road oils from permeating the area and retarding plant growth.

A copy of the Engineer's letter of explanation and of the drawings showing the proposed work are attached.

This work was tentatively approved by the Federal Highway Administration District Engineer August 15, 1973.

Your approval as of August 15, 1973 is requested.

Attach.

BMW:js

FORM 81 734 3030

#7693

NOTED
FILE: H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February ~~20~~ 22, 1974

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Weigh Master Access
Northbound Truck Scale
Hubbard Interchange
Woodburn Section
Pacific Highway

Attached is a letter from Region II and a request from the Weighmaster Section for extension of the easterly frontage road northerly, approximately 650 feet to a point opposite the northbound Truck Scale and a request for access between the frontage road and the Truck Scale ramps.

This access from the frontage road through the access control line would require approval of the Federal Highway Administration. The estimated one gallon of fuel and one-half hour time saved per shift of scale operation would not appear to justify the estimated $2,300 cost of the improvement.

I recommend that this request be denied.

CTK:fr

Attach.

cc: Gerald W. Wimer

2-22-74 Keasey
I don't believe we should request special access that we would not grant someone else — Request denied. —
H S Coulter
by Wimer

FEB 21 1974

Office of
Assistant State Highway Engineer

FORM 81-734-3030

Keasey K Bond Diamond Hurd Testing

RECEIVED FEB 19 1974 CONSTRUCTION SECTION

Scofield Glenn Berg

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 13, 1974

FILE: 624-1084

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Weigh Master Access
Northbound Truck Scale
Hubbard Interchange
Woodburn Section
Pacific Interstate Highway

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is a December 17, 1973, letter from Salem District Weigh Master, D. M. Townsend requesting an access to the northbound truck scale. My December 26, 1973, letter of instructions to then Resident Engineer, Jim Chaney is attached as well as current Resident Engineer, Ernest Scrivner's January 25, report, sketch map and estimate of cost.

It is recommended that you:

1. Secure FHWA approval of this access. Vehicle access is preferred. But if it must be restricted to pedestrian, then it will.

2. Approve the approximate $2,300 cost.

3. Send a copy of the sketch map to the Right-of-way Description Engineer. The property involved is presently State Highway owned. We are in the process of deeding this parcel to the State Game Commission. That description would need to be modified to reflect the additional property that should be retained for extension of the Frontage Road.

GWW/elk
Attachs.
cc: Bob Hamilton
Rod Henry
Ernie Scrivner

Note to Rod Henry: Please make arrangments to hold-up on the final processes of the agreement with the Game Commission until you have obtained a revised description.

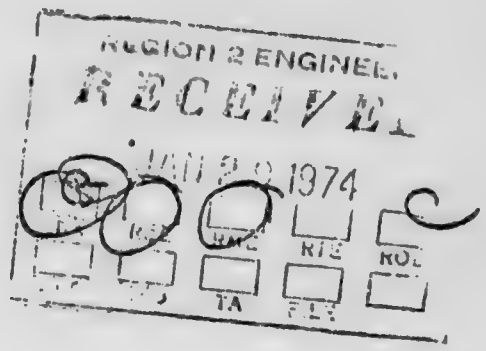
624-1084

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071



DATE January 25, 1974

TO G.W. Wimer
Region Construction Engineer

FROM E.L. Scrivner
Resident Engineer

SUBJECT Weigh Master Access Gate

Enclosed herewith is the correspondence, plan and cost estimate for a vehicle access gate to the northbound truck scale at Woodburn. The prices used are contract bid prices. Should a pedestrian gate be installed rather than a vehicle gate, the total cost would be reduced by approximately $400.00

ELS/ew

cc: File

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 26, 1973

TO Jim Chaney
RESIDENT ENGINEER

FROM Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT Weigh Master Access Gate
Northbound Truck Scale
Hubbard Interchange-Woodburn Section
Pacific Interstate Highway

Attached is a December 17, 1973 letter from Salem District Supervisor, D. M. Townsend to Chief Weigh Master, C. C. Deyo.

Mr. Townsend requests a vehicle access gate to the northbound Woodburn truck scale. Please prepare a plan and an estimate of cost for further consideration. This plan should also clearly delineate the portion of the property that we had originally intended deeding to the Oregon State Game Commission that would have to be reserved for this access. You should also prepare an alternate plan and an estimate for a simple pedestrian gate. When you report return a copy of Mr. Townsend's letter and this letter.

GW/ek
Attachs.
cc: Clint Deyo

624-1084

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
DEC 19 1973
RE ROE RME RTE ROE
ULE GEO TA FILE

DATE December 17, 1973

TO C. C. Deyo, Chief Weighmaster

FROM D. M. Townsend, Salem District Supervisor
D. M. Townsend

SUBJECT Access Gate to Northbound,
East Woodburn Scale, 24-08

The following request is submitted for the purpose of mileage reduction and time savings.

It is suggested that a locked vehicle gate be constructed to allow access to the frontage road immediately behind the scale area. The actual gate should probably be at the northerly terminus of the frontage road. This would also be near the north end of the scale exit.

The frontage road is a gravel surfaced roadway which connects to Crosby Road approximately .6 mile south of the scales. Return route to Salem or Woodburn court would be frontage road to Crosby Road, east to Boones Ferry Road, then south to the new alignment of Oregon 214 at West Woodburn.

The frontage road presently serves one resident, approximately .25 south of the scale.

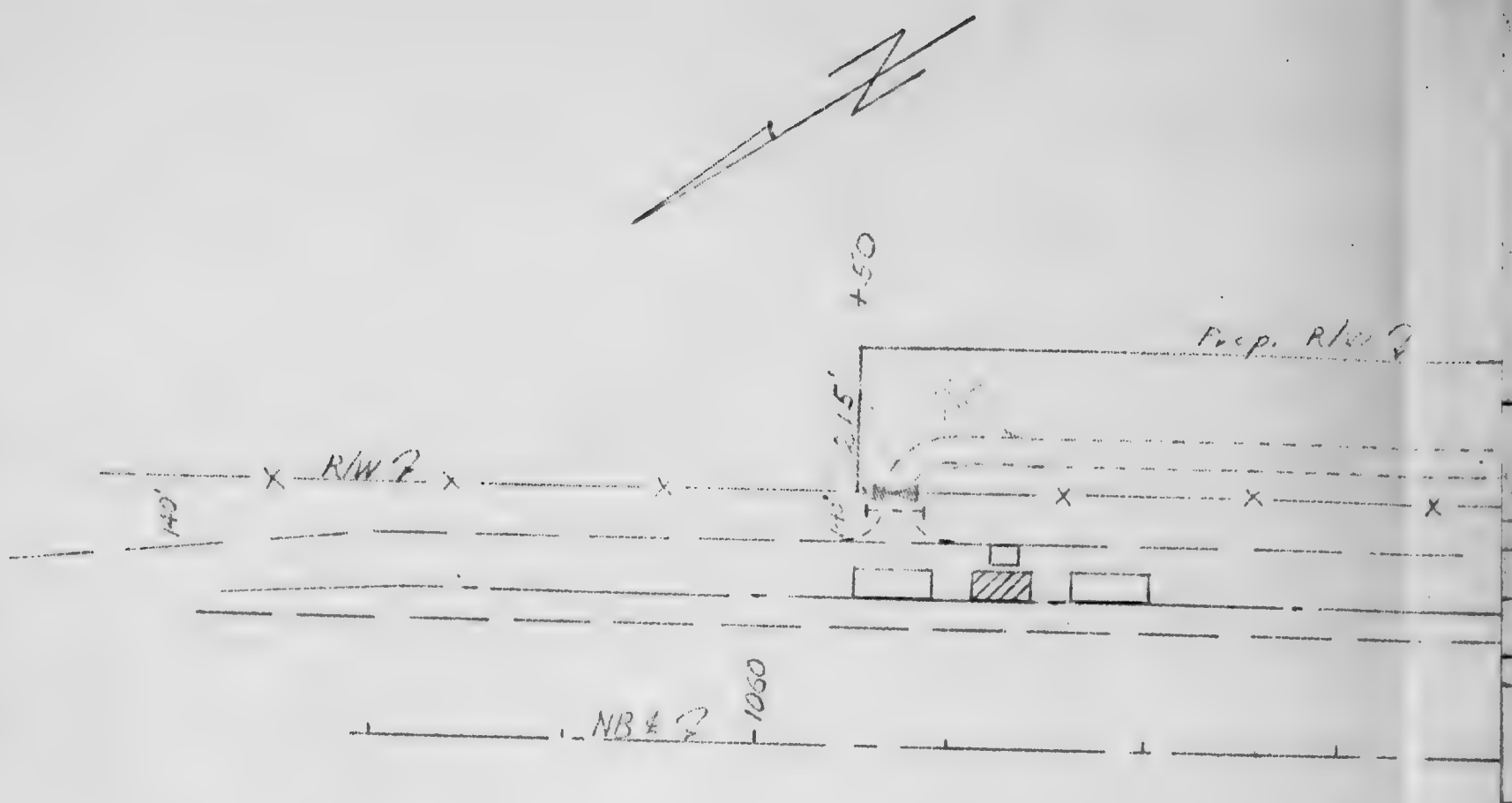
It is my understanding that the borrow pit area behind the scales is to be developed into a public park, administered by Marion County. Public access to the park area would be from the east.

Cost factor for the gate facility would be primarily the gate and installation. Some roadway improvement would be required immediately behind the scales, where the cement batch plant was located last summer.

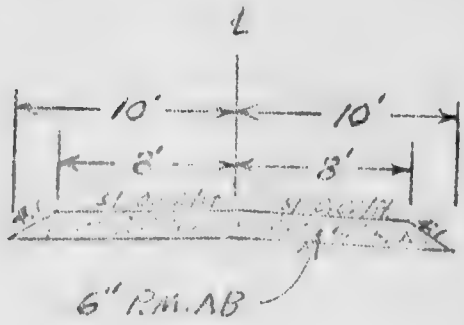
Utilization of the above proposed facility would result in a 10 mile savings per trip, over that of having to travel the 4.8 miles north to the Fargo Road exchange, then back. Close to 30 minutes time per trip would also be saved. On a three-shift basis, this would amount to a 30 mile and 1½ hour saving per day.

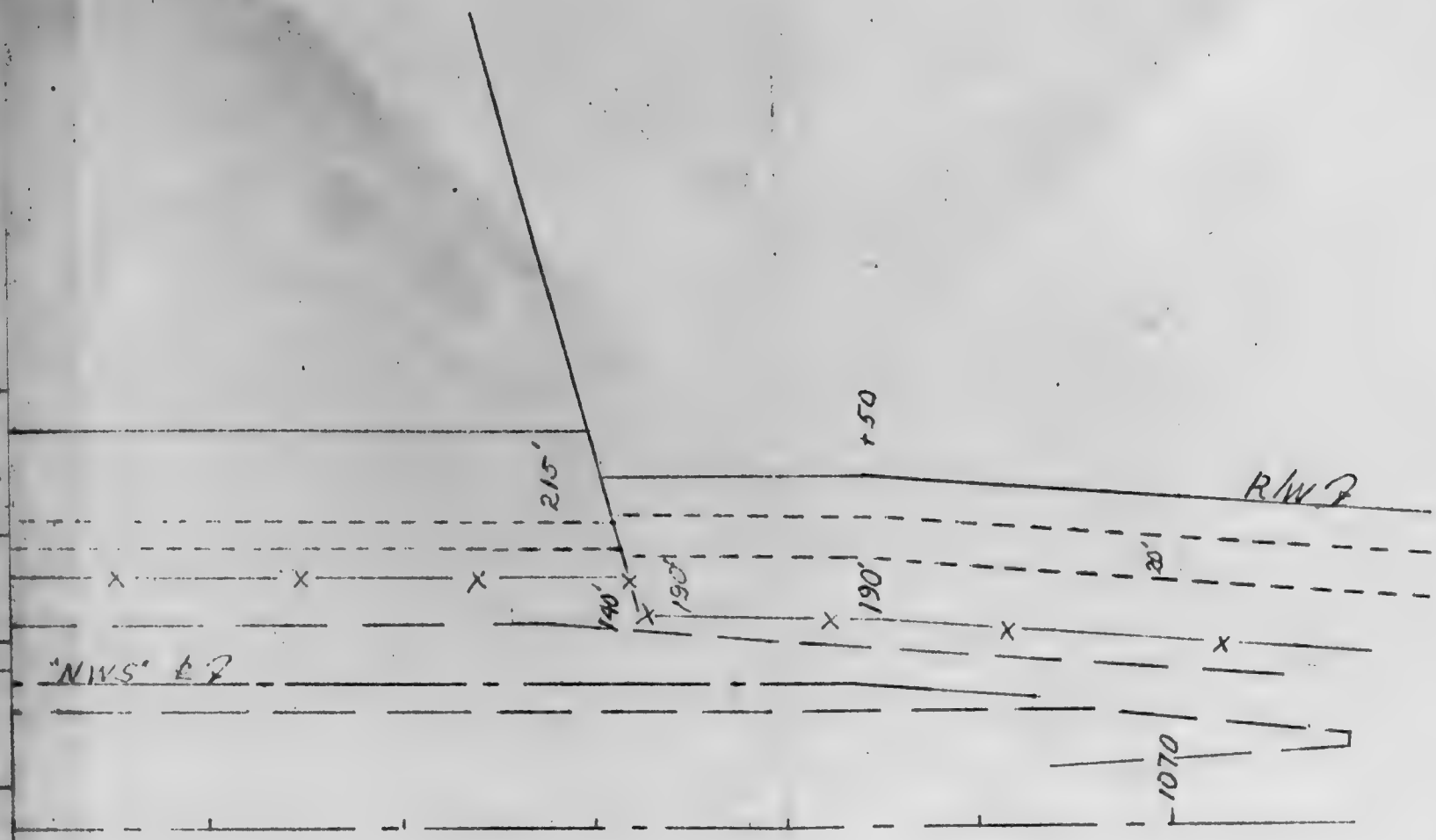
DMT:w

12-19-73 copy to Mr. Wimer as discussed here.
CCD



Typical section





Hubbard Intch. - Woodburn Intch.
Pacific Highway
Contract No. 7693
Access Gate to N.B. Truck Scales

624-1084

Cost estimate for access gate to N.B. truck scale

P.M.A.B., 460 tons @ $3.60 ton	$1,656.00
12" Culv. Pipe, 26 lin. ft. @ $4.75 lin. ft.	123.50
16' x 48" Single Gate, 1 ea. @ $400.00	400.00
Sub-grade preparation	
4 hrs. Blade time @ $17.20 hr. plus 15% allowance	79.12
4 hrs. Blade operator @ $8.09 hr. plus 20% allowance	38.83
Total	$2,297.45

7693

January 31, 1974

Andersen-Hannan, Rogers and Matich
P. O. Box 13367
Portland, OR 97213

Gentlemen:

We have reviewed your request for extension of the specified completion date on Unit "A" of Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion County.

Careful consideration has been given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 22-day extension of the specified completion date is granted to a new date of December 22, 1972.

This 22-day extension is granted based on the delay to the completion of Unit "A" that was beyond your control. Extra work items related to application of deck waterproofing membrane delayed this completion by seven days; two days were lost due to a labor dispute in June 1972; and thirteen days were covered by suspension of work orders during holiday weekends. This will reduce the time liquidated damages on the "A" phase of this project to 34 days.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
C. O. Fredrickson

JAB:fw:fr ja

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7693 Contractor Andersen-Hannan-Rogers-Matich

Highway Pacific

Section Hubbard Interchange - Woodburn Interchange

Kind of Work Grading, Paving, Structures, Signing and allumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 22-day extension for extra work items:

Application of deck waterproofing membrane	7 days
Labor Dispute in June 1972	2 "
Suspension of work orders during holiday weekends	13 "

Recommended for Approval:

Division Engineer

Construction ~~Bridge~~ Engineer

Asst. State Highway Engineer

SP*6296-TM

Phase "A" Only

Contract No. 7693

Project designation I-5-5 (52) 274 (State-Federal)

Date awarded Feb. 17, 1972

Work started

Per cent completed 100% Date Jan. 25, 1973

Specified Completion Date Nov. 30, 1972

Actual Completion Date Jan 25, 1973

Requested Time Extension Feb 23, 1973

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 7, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from See Note 1 ~~days~~ to Calendar days, within which to complete our Contract No. 7693, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

NOTE 1: Since this is a Fixed Date Contract and not a Workday Contract these blanks do not apply. The request is for an eighty four calendar day extension of the November 30, 1972 contract time for completion of work as specified in Section 108.08 paragraph (a). The justification for this extension is detailed in the attached letter to James E. Chaney dated November 30, 1972.

Respectfully submitted,

ANDERSEN-HANNAN-ROGERS-MATICH
Contractor

By Robert Hannan

CONSENT OF SURETY

Date December 11, 19 72

We, GENERAL INSURANCE COMPANY OF AMERICA and THE TRAVELERS INDEMNITY COMPANY

, as co-sureties ~~xxxxxx~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA
By John F. Cosgrove
Attorney-in-fact
John F. Cosgrove

No Longer Required.
Resident Agent
THE TRAVELERS INDEMNITY COMPANY
By Nelson D. Smith
Nelson D. Smith, Attorney-in-fact

GENERAL INSURANCE COMPANY OF AMERICA
CORPORATE SEAL
STATE OF WASHINGTON
1923

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 18, 1973

In reply refer to: 10-35-B2

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Int.-Woodburn Int. Section
Request for Time Extension

RECEIVED
DEC 21 1973
CONSTRUCTION SECTION

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your letter requesting a time extension on Phase "a" of the subject project has been reviewed.

This portion of the contract time has a specified completion date of November 30, 1972, however, work on the structures extended the completion time for various reasons.

The strike on June 13 and 14, 1972 delayed the project in which two days were recommended for an extension. The holiday suspensions for three periods covering 13 days were also recommended for extending the contract time. We concur in your recommendation for 15 additional days on these two items.

The third item which considered the additional work under the Price Agreement No. 22 as a basis for additional time was reviewed to determine if it caused a delay to the overall time schedule.

It was found that the work covered in the price agreement and extra work order was completed prior to the specified completion date with the exception of the Donald Road structure deck waterproofing and Class "C" mix on both the Donald Road and the Broadacres structures. Five days were used to complete these items and applying your 7/5ths ratio we would recommend 7 additional days.

If this concurs with your review we would concur in a 22 day extension of time leaving 34 days of liquidated damages.

RECEIVED
STATE HWY ENGR
DEC 20 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

for G. L. Green

RECEIVED
DEC 21 1973
Office of
Assistant State Highway Engineer

12-21-13
John Bond
TMS
by Jacobsen
Traffic

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Hubbard Interchange-Woodburn
Interchange Section
Pacific Highway
Contract No. 7693
FAP No. I-5-5(52)274

FROM: John A. Bond
Construction Administration Engineer

The subject project was awarded February 17, 1972 with three specified completion dates for the various portions of the work. Unit "A" had a specified completion date of November 30, 1972 and was completed January 25, 1973 for a 56-day overrun, Unit "B" (Stage 1 roadbed and three overcrossing structures) had a specified completion date of April 30, 1973 and was completed prior to that date (on April 9), while Unit "C" (overall project) has a specified completion date of November 30, 1973 and work is currently in progress. A separate request for extension of the overall completion date for other reasons was recently sent to you.

The contractor has requested an 84-day extension of time for Unit "A" without the assessment of liquidated damages and cites five reasons. These are related to extra work items (69 days), a 1972 strike(2 days), and suspension of work orders issued for public safety during holiday periods (13 days).

Subexcavation and lime treatment are also two extra work items which the contractor claims delayed completion of Unit "A". The effect of this added work was to expedite the contract work rather than delay it 55 days as claimed by the contractor. Performance of these extra work items allowed the contractor to proceed with the detour construction immediately rather than waiting for the material to dry sufficiently by natural processes. Extra work items related to application of deck waterproofing membrane required eight days rather than the 14 claimed. This is covered by Price Agreement 22 ($36,027) and Extra Work Order No. 13 ($2,000). This eight days should be expanded by 7/5ths or to 11 days.

A strike by the Operating Engineers union, Local No. 701, on June 13 and 14, 1972, probably delayed the project. Although the job was not shut down, production was slowed by this walkout. Total project employment was running at about 60 people when the walkout occurred. An extension of two days is recommended for this delay.

The contractor was issued suspension of work orders for public safety during three holiday periods prior to completion of Unit "A". The total time covered by these suspension of work orders was 11-1/2 days, but splitting one half days is not too practical so the 13 days involved is recommended. (This is over week-ends so no expansion is required.)

These stop work orders have already been recognized and taken into account in the withholding of liquidated damages. It is probably more clear to include their effect on the overall reconcilation now.

The total recommended extension of time for Unit "A" then amounts to 26 days. This would establish a revised specified completion date of December 26, 1972 and liquidated damages would be assessed for the remaining 30 days at $300 per day for a total of $9,000.

The contractor's request clearly relates to only the early Unit "A" time. The stop work and strike time could apply to the overall completion too, but since we have significant (seven months) extension request already to FHWA on it, I suggest we not try to extend the overall time any more now.

This is an Interstate project and will require the concurrence of the FHWA. Rough draft letters to FHWA, the Transportation Commission and contractor are attached.

WBR /JAB:fw
Enc.
cc V. L. Gallagher

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 18, 1973

TO Memo to the Files

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Interim Completion Dates
Hubbard Interchange - Woodburn Section
Contract No. 7693

Special Provision 108.08 Contract Time for Completion of Work states in part:

> "108.08 Contract Time for Completion of Work - Modifying subsections 108.08 and 108.10, there will be three "Contract Times" and three daily amounts of liquidated damages as set forth in the lettered paragraphs which follow:
>
> (a) All work at the new truck scale sites, including roadways and the new undercrossing structures at Donald Road, Broadacres Road and Crosby Road shall be completed not later than November 30, 1972.
>
> (b) All grading, base and paving work on Stage I roadbed widening and all work on the overcrossing structures at Butteville Road, Fargo Road and Feller Road shall be completed not later than April 30, 1973."

Until last week the field recordswere based on the strictest interpretation of these two sub-paragraphs and were requiring the completion of all of the structure items listed on page 2m of the plans before the structures were considered completed.

Last week Deputy State Highway Engineer, A. E. Johnson asked for a complete review. He pointed out our main interim concern was the opening or the making available to the opening of these structures to traffic. You will note the strictest interpretation of the wording of the specifications did not require the approach construction. This could have negated the entire interim completion specification. That is it hardly makes sense to have the finishing on the structure if there is no traffic on it. So actually what we were after was the opening of the structure to traffic and not finishing.

Based on the last statement, Resident Engineer, James E. Chaney's attached July 13 letter, and the attached tabulations of interim completion or opening dates; it is the opinion of this office that the following dates should be recognized as satisfactory complying with the intent of the specification:

Phase "A"	January 25, 1973
Phase "B"	April 9, 1973

The above will negate the necessity of Mr. Chaney's January 26, 1973 suspension of work order on Phase "A." It will also negate the necessity of assessing liquidated damages on Phase "B" since April 30, 1973. There will be no liquidated damages on Phase "B." A time extension request is being processed on Phase "A."

GW/ek
Attachs.
cc: L. H. Young
C. T. Keasey
Paul Riedl
Jim Chaney

624-2234

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE July 3, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer

SUBJECT Hubbard Int.-Woodburn Int.
Contract 7693
Time Extension Request

Enclosed is a Contractor's Request for Increase in Number of Work Days to Complete Construction Contract for those items covered under paragraph (a), Section 108.08, of the Special Provisions.

With supporting data we submit our analysis and evaluation of the Contractor's request as follows:

The Contractor claims in paragraph 1 that no work was performed on the detours at Crosby, Broadacres, and Donald Roads from May 22, 1972 to June 23, 1972. Our records indicate that there was a break in the work on these detours from May 15, 1972 to June 5, 1972. The lack of work during this period was due to inclement weather and wet ground conditions, which is not a justifiable reason for time extension.

Order for Extra Work No. 3 and Price Agreement No. 8 covered the lime treatment in the detour areas. This did require additional work to be performed by the Contractor. However, the short time required to add the lime treatment allowed the Contractor to proceed with the detour construction immediately, rather than waiting for the material to dry sufficiently by natural processes. Also during the construction of these detours the Contractor did very little temporary ditching to facilitate the drainage and aid in the drying of the ground.

It should be noted that most of the additional expense, lime treatment, sub-excavation, and stone embankment material used to expedite the construction of the detours was borne by the State. Also the State allowed the Contractor to remove the center spans of the old structures prior to the completion of the detours. This was contrary to the work stages as set forth in the plans and permitted the Contractor to proceed with the center bent on the new structures without further delay.

For the above reasons I would not recommend any extension of time as requested in paragraph 1 of the Contractor's letter.

In paragraph 2 of the Contractor's claims the sub-excavation referred to was made to remove the extremely wet surface material in an attempt to stabilize the roadbed. Had the State not allowed the Contractor to remove this material and replace it with stone embankment material it would have been extremely difficult, if not impossible, for him to build a stable sub-grade without experiencing a considerable delay waiting for the material to dry. Therefore, rather than causing him any delay it aided him in the progress of his work. For this reason I do not believe his claim of 8 days is valid.

Stop work orders were issued from this office for the dates as set forth in paragraph 3 which makes this a valid claim for **13 days time extension.**

The shut down by the Operating Engineers referred to in paragraph 4 lasted from 8:50 a.m. June 13, 1972 through noon of June 14, 1972 and is a valid reason for an extension of time of **2 days.**

In paragraph 5 the Contractor refers to P. A. No. 22 which covers the installation of membrane waterproofing. This was an anticipated extra work item shown on the plans and under Section 104.04 of the Special Provisions for this project. For this reason the Contractor should not be allowed an extension of time to complete this work.

In summary, the only justifiable reasons for a time extension were **the stop work orders issued by the State (13 days)** and the **dispute with the Operating Engineers Local 701 (2 days).** This would be a total time extension of **15 days,** making the completion date under paragraph (a) Section 108.08 of the Special Provisions for this contract **December 15, 1972.**

Enclosed herewith is a log giving the dates Donald, Broadacres, and Crosby Roads were closed to traffic, the dates the various detours were in use, and the dates traffic was routed onto Stage I paving.

Supporting correspondence is enclosed as follows:

May 3, 1972	Memo to Files	Bobby D. Johnson
May 5, 1972	Memo to Files	Gerald Wimer
May 19, 1972	Letter to Contractor	B. D. Johnson
May 22, 1972	Letter to B. D. Johnson	From Contractor
May 23, 1972	Letter to B. D. Johnson	From Contractor
May 31, 1972	Letter to Contractor	From B. D. Johnson
May 31, 1972	Letter to Region	From B. D. Johnson
June 1, 1972	Memo to Files	Contractor
June 7, 1972	Memo to Files	J. B. Boyd
June 13, 1972	Letter to B. D. Johnson	From Contractor
June 28, 1972	Letter to B. D. Johnson	From Contractor
June 7, 1973	Letter to J. E. Chaney	From Contractor
June 19, 1973	Letter to Contractor	From J. E. Chaney

-1084

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE July 3, 1973

TO C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer

SUBJECT Hubbard Int. - Woodburn Int.
Contract 7693
Summary of Detours and
Schedule of Structure Work

DONALD ROAD

Detoured I-5 traffic around false bents.

Southbound	8-3-72
Northbound	8-3-72

I-5 traffic resumed use of existing roadway.

Southbound	3-7-73
Northbound	3-7-73

Traffic detoured around Donald Road.
4-21-72

Traffic allowed to resume use of Donald Road.
1-25-73

BROADACRES ROAD

Detoured I-5 traffic around false bents.

Southbound	7-26-72
Northbound	8-1-72

I-5 traffic resumed use of existing roadway.

Southbound	1-10-73
Northbound	1-10-73

Traffic detoured around Broadacres Road.
4-4-72

Traffic allowed to resume use of Broadacres Road.
1-25-73

CROSBY ROAD

Detoured I-5 traffic around false bents.

Southbound	7-12-72
Northbound	7-11-72

I-5 traffic resumed use of existing roadway.

Southbound	12-4-72
Northbound	12-1-72

Traffic detoured around Crosby Road. 4-4-72

Traffic allowed to resume use of Crosby Road. 12-5-72

BUTTEVILLE STRUCTURES

Widening (28 days after completion).

Deck

Southbound (7795B)	8-28-72
Northbound (7795A)	9-1-72

Rail

Southbound	9-12-72
Northbound	9-15-72

Traffic detoured onto widened structure.

Southbound	11-17-72
Northbound	1-4-73

Raising existing portion.

Deck		Rail	
Southbound	3-7-73	Southbound	3-26-73
Northbound	3-20-73	Northbound	4-2-73

FARGO STRUCTURES

Widening (28 days after completion).

Deck

Southbound (7796B)	9-27-72
Northbound (7796A)	10-10-72

Rail

Southbound	10-11-72
Northbound	10-18-72

Traffic detoured onto widened structure.

Southbound	4-24-73
Northbound	4-16-73

Raising existing portion.

Deck

Southbound	4-24-73
Northbound	4-16-73

Rail

Southbound	5-7-73
Northbound	4-30-73

FELLERS STRUCTURES

Widening (28 days after completion).

Deck

Southbound	7-21-72
Northbound	7-17-72

Rail

Southbound	8-24-72
Northbound	8-14-72

Traffic detoured onto widened structure.

Southbound	2-1-73
Northbound	1-31-73

Raising existing portion.

Deck

Southbound	4-9-73
Northbound	4-2-73

Rail

Southbound	4-23-73
Northbound	4-16-73

TRAFFIC MOVED ONTO STAGE II

Southbound

Woodburn Int. - Fellers Road	4-3-73
Fellers Road - Fargo Road	4-4-73
Fargo Road - Butteville Road	4-5-73
Butteville Road - North End of Proj.	4-9-73

Northbound

North End Project - Fargo Road	3-20-73
Fargo Road - Fellers Road	3-21-73
Fellers Road - Woodburn Int.	3-22-73

024-1084

OREGON STATE HIGHWAY DIVISION

P. O. Box 272
Woodburn, OR 97071
June 19, 1973

Andersen-Hannan, Rogers, & Matich
P. O. Box 215
Aurora, OR 97002

RE: Hubbard Int.-Woodburn Int.
Contract 7693
Suspension of Calendar Day Count

Attention: Mr. Robert Hafstad
Project Manager

Dear Sir:

I am in receipt of your letter, dated June 13, 1973 wherein you are requesting a suspension of the calendar day count on the subject project.

The subject project has a Fixed Date completion time of November 30, 1973. "The contract time will be subject to adjustment during the progress of work, as set forth in Subsection 108.09."

Very truly yours,

James E. Chaney
Resident Engineer

JEC/jg

cc: Region
File

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367 PORTLAND, OREGON 97213 ■ PHONES: 235-8661 / 777-1401

June 7, 1973

Oregon State Highway Department
P.O. Box 272
Woodburn, Oregon

Reference: Hubbard Interchange to Woodburn Interchange

Attention: James E. Chaney
Resident Engineer

Gentlemen:

December 7, 1972 we submitted a request for a time extension of 84 calendar days for the completion of work under Section 108.08, paragraph (a). We assume that this request has been processed through the appropriate Division of Highway channels and request the withholding of liquidated damages on monthly estimates stopped.

In regards to completion of work under Section 108.08, paragraph (b), this work, including concrete finishing, was completed two weeks ahead of the April 30, 1973 deadline. All that remained was painting of the structures. Your assistants assigned to bridge construction told us that painting and slope paving under the structures would not be counted in determining completion of this phase of work. Slope paving isn't even attached to the structures. On May 15, 1973 we discovered, by reviewing the progress estimate for May 10, 1973 that you are withholding liquidated damages. I request withholding of these liquidated damages stopped.

January 10, 1973 per your request, a detailed estimate of additional cost of added reinforcing steel forprecast box girder beams was submitted to you. Please expedite your analysis of this estimate.

February 7, 1973 we signed P.A. No. 27 and to date this money, $15,000, has not been included on monthly estimates. Please include this money on the next progress estimate.

Yours very truly,

Robert Hafstad
Project Manager

RH/ljp
cc: Rogers Const.

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
P[illegible] W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~XXXXXXXXXX~~
Woodburn, Oregon 97071
January 26, 1973

Anderson-Hannan-Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

Re: Hubbard Intchge, - Woodburn Intchge.
Contract No. 7693

Attn: Robert Hafstad
Project Manager

Gentlemen:

This is a Stop Work Order for AC paving at the new Truck Scale Sites. This Stop Work Order shall be in effect until further notice. It is understood no charges for liquidated damages shall be levied against this portion of the contract from this day until such time as this Stop Work Order is rescinded. It is further stipulated that this Stop Work Order governs only that portion of the contract described in the Special Provisions for this contract on page 3 under Completion Time Limit paragraph (a). Limits provided in paragraphs (b) and (c) shall remain in force.

It is the opinion of the Highway Division that a better wearing surface can be obtained in warm dry weather.

Sincerely,

James E. Chaney

James E. Chaney
Resident Engineer

JEC/ec

cc: A-H-R-M, Portland Office
Region Engineer
File (2) ✓

FORM H-30 8CM 9-68 SP°0470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

January 5, 1973

To: Memo to the File

SUBJECT: Hubbard Intchge. - Woodburn Intchge.
Contract No. 7693
Time Extension

There were several P.A.'s and Orders for Extra Work which were applicable to work scheduled for completion under item (a) of section 108.08 of the Special Provisions for this project. Those orders which were related to the Bridge portion are as follows:

P.A. #7, Revise armored corner. This P.A. did not add time to the work on the project.

P.A. #9, Delete bushhammer finish on Broadacres Rd. Structure. This item did not add time to the structure work.

P.A. #17, Trench excavation for P.G.E. service to scale site. This work took 3 days and is allowable as delay on Unit (a).

P.A. #22, Waterproof membrane on bridges 7800A,7797A & 7801A. This work took 9 days and is allowable as delay on Unit (a).

O.E.W. #9, Shoulder Barrier. This work was done on a portion of the project under Unit (b) and is not applicable to Unit (a).

O.E.W. #13, Modified class "C" on bridge. This work took special ... equipment and took 2 days and is allowable as delay on Unit (a).

RECAP:

P.A. #7		No time allowable Unit (a)
P.A. #9		No time allowable Unit (a)
P.A. #17		3 days
P.A. #22		9 days
O.E.W. #9		No time allowable Unit (a)
O.E.W. #13		2 days
	Total	14 days

Warren E. Mueller
Res. Bridge Engr.

WEM/ec

cc: file

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

TRANSMITTAL NOTICE

December 18, 1972
Contract #7693
Job #G-050

To: James E. Chaney, Resident Engineer

REFERENCE: Hubbard Interchange-Woodburn Interchange

TRANSMITTED ARE THE FOLLOWING:

Copy of letter sent to James E. Chaney, Resident Engineer on November 30, 1972 and the Contractor's Request.

ANDERSEN-HANNAN-ROGERS-MATICH

OREGON STATE HIGHWAY DIVISION
RECEIVED
DEC 19 1972
NOTED

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

November 30, 1972

Oregon State Highway Dept.
P. O. Box 272
Woodburn Oregon 97071

Re: Hubbard Interc.-Woodburn Interc.
Contract #7693

Attention: James E. Chaney, Resident Engineer

Dear Sir:

Contract time for completion of work section 108.08 of the special provision paragraph (a) requires that Crosby Road, Broadacres Road, Donald Road, and the new Scale Sites be open for traffic by November 30, 1972. The paving is completed at Crosby Road and both Scale Sites, and will be completed at Broadacres Road immediately after your crews are finished profiling the road. Therefore the Scale Sites are now ready for traffic, Crosby Road will be ready for traffic when Coral Corporation finishes the guard rail which should be December 1, 1972, and Broadacres Road will be ready for traffic two days after A C pavement is completed.

We will not be able to put traffic on Donald Road until the 3rd or 4th week in December. We request a time extension for this work justified by the following reasons:

1. Delay in construction of the Detours due to unanticipated work. It was determined that the Detours could not be built as detailed on the plans and work on the detours was stopped May 22, 1972, refer to our letter to Bobby D. Johnson dated May 22, 1972. Work commenced again on June 28, 1972 with the issuance of price agreement No. 8 (lime treatment). May 22, 1972 through June 28, 1972 a total of 37 days, plus 10 days for lime treatment justifies a time extension of 47 calendar days.

2. Sub excavation had to be performed at each structure site, price agreement No. 13. Time required was 6 working days for a time extension of 8 calendar days.

3. In the interest of Public convenience the State instructed us not to work May 26 through May 29, 1972, 4 calendar days; June 30 through July 4, 1972, 5 calendar days; and September 1 through September 4, 1972, 4 calendar days. Total time extension 13 calendar days.

4. June 13, 1972 we were shut down for 2 days by The Operating Engineers Union, refer to our letter dated June 13, 1972. Total time extension 2 calendar days.

5. Price Agreement No 21, Install Uni-Royal liquid Membrane waterproofing

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

to decks of undercrossing structures, requires a total of 3 working days for deck preparation and 6 working days for Membrane application. 9 working days justifies a time extension of 14 calendar days. Because this operation cannot be done in wet weather, we could experience considerable delay in waterproofing the last structure should sustained rains start in when the last structure is ready for Membrane.

Summary:

1.	Detour construction (lime treatment)	47 calendar days
2.	Detour construction (sub excavation)	8 calendar days
3.	Public saftey	13 calendar days
4.	Strikes	2 calendar days
5.	Membrane waterproofing	14 calendar days
	Total	84 calendar days

We feel the above reasons justify a time extension of 84 calendar days for the work specified in section 108.08 paragraph (a) of the Special Provisions.

Yours truly,

ANDERSEN-HANNAN-ROGERS-MATICH

Robert Hafstad
Project Manager

RH:dm

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
1982

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

June 28, 1972

Mr. B. Johnson, Resident Engineer
P.O. Box 272
Woodburn, Oregon 97071

Hubbard Interchg.-
Woodburn Interchg.
#7693

Dear Mr. Johnson:

As you know we have removed a sizeable amount of unstable material below subgrade elevation in the detour areas at the bridge sites in an effort to provide a firm and stable roadbed. Due to the nature of the material and the time the work was performed it was not possible to place this material in the embankments.

We feel that we should be compensated for the additional yardage at $1.00 per yard. In accordance with the provisions of Section 203-34 of the Standard Specifications.

Very truly yours,

RAY KIZER CONSTRUCTION CO.

Ray Kizer

Ray Kizer,
President

RK/ys

RECEIVED
DATE 6-29-72
RESIDENT ENGINEERS OFFICE

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

June 13, 1972

Oregon State Highway Dept.
P. O. Box 272
Woodburn, Oregon 97071

Re: Hubbard Interc.-Woodburn Interc.
Contract No. 7693

Attention: Bobby D. Johnson

Dear Sir:

As of this date at 9:00 A.M. Local 701 of the Operating Engineers removed all personel affiliated with their Union from this project. This has shut down most phases of our operations and in a very short time will completely close down our job. Please be advised that the extremely wet conditions this spring and this present delay could materially affect completion of the work as designated by the contract documents.

We request suspension of the calendar day count as per Sect. 108.08, Paragraph "B", of the standard specifications.

Yours truly,

ANDERSEN-HANNAN-ROGERS-MATICH

W. Haapala

W. Haapala
Project Manager

WH:dm

RECEIVED
DATE 6-13-72
RESIDENT ENGINEERS OFFICE

FORM E-30 (REV. 10-62)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED

DATE 6-9-72

RESIDENT ENGINEERS OFFICE

Salem, Oregon
June 7, 1972

To: Memo To The Files

SUBJECT: Contractor's Meeting
June 1, 1972
Hubbard Interchange -
Woodburn Interchange Section
Pacific Highway

Attached are letters from Andersen-Hannan and a short report from Bobby Johnson, RESIDENT ENGINEER, regarding the contractor's methods of excavation. The report written by Andersen-Hannan is unsigned, but does contain the people that were present during the meeting. The main topic of the conversation was that the detour construction was impossible because of wetness and unsuitable foundation conditions, that they should be allowed embankment foundation excavation, and the replacement of this area with pitrun rock in order that they might proceed with their bridge construction.

My contention was essentially that June 1 was a time of the year in this country, in this particular terrain, that could be exceedingly difficult insofar as grading is concerned, that these conditions exist at this time of the year and that the contractor should have realized this during his bidding process, also, that we had done considerable work and extended considerable funds in order that he might proceed with his work, and that we were continuing to co-operate even to the extent of utilizing lime in one test detour at considerable expense to the state, that the contractor had some obligation in his methods and in his timing to solve the problems in the area and to proceed with his bridge construction.

The contractor further forced his thinking in that the state had some responsibility, and I, in disclaiming it, suggested that he make the state a proposal showing his good faith by some expenditure of his own funds, and I at that time would consider it.

The meeting adjourned with all present, going to the site of Crosby Detour and reviewing the conditions as we find them in the ground. It is my belief that with certain additional attempts, which are minor in cost, that the detour

can be constructed under the conditions as we find them at the site at the present time. This includes (1) additional minor excavation and backfilling with pitrock, (2) the digging of some soft spots, and the use of extra asphaltic concrete in the permanent road bed section. I believe that the two or three days that the outer portion of the detour is in operation that some failures can be tolerated provided maintenance is kept up. The entire meeting ended with the instructions to Bobby to proceed with the methods discussed in the field.

J. B. Boyd
REGIONAL ENGINEER

JBB/ser

cc: C. T. Keasey
Bobby Johnson ✓

RECEIVED

DATE 6-5-72

RESIDENT ENGINEERS OFFICE

ANDERSEN-HANNAN
A JOINT VENTURE
BOX 13367
PORTLAND, OREGON 97213

June 1, 1972

Hubbard-Woodburn Interchange
Contract #1693

Re: Meeting between Contractor and Owner

Meeting between Owner and Contractor was attended by the following people:

The Contractor was represented by: Wayne Haapala, Henry Hannan, Bob Everett, George Swizer, Wayne Van Zante, Robert Hafstad, Pete Idlewine, Ray Kizer and Dick La Dick.

The owner was represented by J. B. Boyd, Carroll Keasey, Bobby Johnson, Bob McCarthy, Warren Mueller, Cliff Lehman and Keith Rebo.

The meeting was requested by the Contractor's Project Manager, Wayne Haapala, to discuss grading problems.

The meeting was opened by Mr. Haapala with a description of the problems we have been having building detours at Crosby, Broadacres, and Donald. He pointed out that we are 6 weeks behind schedule on bridge work and there is no indication of when the detour at Crosby would be finished. We have had extended periods of dry weather which wasn't sufficient to dry the ground to a point where Ray Kizer could make subgrade. The water table for the South half of the job is only a few feet below the surface and there is no planned drainage. The soil is very impermeable and extended periods of dry weather will not get rid of the subsurface water. This problem could prevent us from finishing the bridge work by Nov. 30th and delay the grading between the bridges and subsequently the Stage 1 A C paving. Unless Stage 1 A C paving is done this summer it will be impossible to finish the job on time. The Contractor feels that the grading can't be done as planned and the State should redesign the grading or extend the contract time for one additional season.

Mr. Boyd said it was the Contractors responsibility to do what ever is necessary to finish the job on time because we had the plans, specifications and opportunity to investigate the field conditions and climatic conditions before we submitted our bid.

Mr. Everett said we built the detours according to the State design and the material we encountered was unsuitable.

Mr. Boyd said we could make the material suitable one month from now.

Mr. Keasey thought the widened portion of the Crosby detour was what was failing.

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

Mr. Haapala said the widened portion is not the problem in that it would be open to traffic for only two days. The main problem with the Crosby detour is where it crosses the ditch and will be under permanent traffic.

Mr. Boyd asked for the Contractors proposal.

Mr. Haapala said we want to remove unsuitable material at contract prices and place stone embankment at contract prices.

Mr. Boyd said those items were intended for other areas. He indicated that we could do this work on our own.

The question of who determines when to use stone embankment and how much came up. Several people commented on the subject and Mr. Swizer said the State won't let the Contractor decide where and how much stone embankment to use under a bid item.

Joint responsibility for completing the job was mention by Mr. Haapala and Mr. Boyd. Mr. Keasey said the State probably has an obligation for the permanent detour.

Mr. Boyd said we should submit a price for placing rock for the state to consider.

Mr. Haapala asked for an immediate plan at Crosby. After much discussion the plan was to test roll the grade, dig out any bad spots and place stone in them, and pave.

Lime treatment was discussed to considerable length. Mr. Boyd said he had an extra work order authorizing a trial treatment for one detour. He said the lime treatment, if successful it would be used only at the bridge detours. He said the main lime problem would have to be solved when the contractor does the work.

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
May 31, 1972

To: J. B. Boyd
Region Engineer
Salem, Oregon

SUBJECT: Hubbard Intchge. -
Woodburn Intchge.
Pacific Highway
Contract No. 7693

Enclosed herewith is a copy of a letter from the contractor on the subject project and my reply to same. Also, refer to my letter of May 19, 1972 to the contractor.

I am also submitting herewith photographs of ponded water as per your May 18th request.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

OREGON STATE
HIGHWAY DIVISION
P. O. Box 272
Woodburn, Oregon 97071

May 31, 1972

Andersen, Hannan, Rogers & Matich
P. O. Box 13367
Portland, Oregon 97213

Re: Hubbard Intchge. -
Woodburn Intchge.
Pacific Highway
Contract No. 7693

Attn: W. Haapala

In your letter of May 23, 1972 you state that the standing water mentioned in my letter of May 19, 1972 was not caused by your grading operations. I beg to differ with you as it was quite evident that in those areas in the median were material had been placed for the construction of temporary accelaration and decelaration lanes it created a damming of the water. Also, in the area graded in the vicinity of Broadacres Road for detours, more in particular just beneath the existing structure, there was a damming of water caused by material being placed above grade. Since my letter of May 19, 1972 your subcontractor, Ray Kiser Construction Company, has performed some temporary ditching which has elevated some of the ponding of water.

On several occassions you have complained about not being able to construct the detours at the undercrossings due to advarse weather and wet ground conditions. It has been my experience on various construction projects that it is a general practice for contractors to perform such temporary ditching as necessary in order to expidite their work.

Please be advised that I have no intention of giving you a written directive to perform such temporary ditching to eliminate the ponding of rain water caused by your grading operations nor do I intend to pay for same under force account or price agreement as suggested in your letter of May 23, 1972.

Respectfully,

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

cc: J. B. Boyd
Contractor's Field Office

RECEIVED
DATE 5/24/72
RESIDENT ENGINEERS OFFICE

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

May 23, 1972

Oregon State Highway Dept.
P. O. Box 272
Woodburn, Oregon 97071

Re: Hubbard Interc.-Woodburn Interc.
Contract No. 7693

Attention: Bobby D. Johnson
Resident Engineer

Dear Sir:

We are in receipt of your letter dated May 19, 1972 regarding your Region office concern about standing water. Please be informed that the standing water is not local and that it is due to rains and a perched water table in the general area, not because of our grading operations.

Also, we agree that proper drainage by ditches or pumps and pipe lines to the nearest slough or creek would expedite the work. Please issue a written directive to proceed with this work and indicate whether it will be done under force account or price agreement.

Very truly yours,

ANDERSEN-HANNAN-ROGERS-MATICH

W. Haapala
W. Haapala
Project Manager

WH:dm
CC: A. H. Andersen Co.
Hannan Bros. Construction
Rogers Construction Co.
Matich Construction Co.

RECEIVED
DATE 5/22/72
RESIDENT ENGINEERS OFFICE

ANDERSEN-HANNAN
A JOINT VENTURE
BOX 13367
PORTLAND, OREGON 97213

May 22, 1972

Oregon State Highway Dept.
P. O. Box 272
Woodburn, Oregon 97071

Re: Hubbard Interc.-Woodburn Interc.
Contract No. 7693

Attention: Bobby O. Johnson
Resident Engineer

Dear Sir:

Reference is made to the proposed detours at the three under-crossing sites on the above subject contract. We have made every effort to construct these detours as designed but to date we have not been able to complete a suitable sub-grade. Some base material has been placed but after relatively minor traffic, pumping of the sub-grade has occured. We have removed large and small areas after pumping and have received no compensation for this work. There is very little reason to believe that conditions will change much in the following six or eight weeks. The bridge demolition has now come to a stand-still because of the inability to construct the detours.

Because of the dependence of one phase of construction on another we have, as of this date, concluded that the job cannot be built as designed in the time allocated for its completion. We request that a meeting be set up between the principals to discuss and hopefully to resolve our mutual problem either by some re-design or allocation of added time.

Very truly yours,

ANDERSEN-HANNAN-ROGERS-MATICH

W. Haapala

W. Haapala
Project Manager

WH:dm
CC: Andersen Construction
Hannan Bros. Construction
Rogers Construction Co.
Matich Construction Co.

cc C.T. Kenney sent 6-5 J.C.

OREGON STATE
HIGHWAY DIVISION
P. O. Box 272
Woodburn, Oregon 97071

May 19, 1972

Anderson, Hannan, Rogers & Matich
3427 N. E. Halsey Street
Portland, Oregon 97213

Re: Hubbard Intchge. -
Woodburn Intchge.
Pacific Highway
Contract No. 7693

Attn: W. Haapala

It has been called to my attention by our Region Office that there are several areas were water is standing which has been caused by your grading operations, more in particular in the median area were you have started the construction of temporary deceleration and acceleration lanes and in the vicinity of the Broadacres undercrossing structure.

Due to the extreme wet ground conditions that now exist on the project I am sure that you will agree that it would help to expidite your work if you were to perform such temporary ditching as necessary to elevate the ponding of water in the aforementioned areas. Please give this your immediate attention. Thank you.

Bobby D. Johnson
Resident Engineer

BDJ:cbb

cc: J. B. Boyd
Contractor's Field Office

624-1084 .

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1972

To: Memo to the Files

SUBJECT: Undercrossing Structures
Hubbard Int.-Woodburn Section

On Wednesday, May 3 the contractor requested permission through Resident Engineer Bobby Johnson to dismantle the center span of the Crosby Road, Broad Acres Road, and Donald Road undercrossing structures while maintaining traffic on the adjacent existing traveled ways.

This was reviewed with Construction Engineer C. T. Keasey, his Administrative Assistant John Bond, Bridge Engineer, Walt Hart, and Supervising Bridge Design Engineer John Tendall. The proposal to dismantle these five span continuous structures in this particular sequence making the remaining isolated two spans simple was approved subject to:

1. Traffic be protected from flying debris by appropriate sheeting.
2. No load be placed on the remaining spans. These spans will sag and will be heavily stressed.
3. Heavy dismantling equipment will not be used and neat edges will be left on the remaining cap. The previously utilized hydro-hammers were satisfactory to comply with this requirement.

A review of the contract plans and specifications as modified by the recent price agreement do not preclude this particular sequence. Therefore, no change order was necessary.

Original signed by, Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: C. T. Keasey
W. Hart
Bobby Johnson

RECEIVED
DATE 5-10-72
RESIDENT ENGINEERS OFFICE

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
May 3, 1972

SUBJECT: Hubbard Intrchge. -
Woodburn Intrchge. Section
Pacific Highway
Contract No. 7693

To: Memo to Files

On Wednesday May 3, 1972, Mr. Haapala of Andersen-Harnan made a request to remove the center spans of the existing undercrossing structures at Crosby Road, Broadacres Road and possibly Donald Road so as to allow them to continue with their pile driving. Mr. Haapala assured me they would sheet up along the existing columns on the median side so as to prevent any broken concrete from falling on to the existing pavement.

This request relayed by telephone to Mr. G. Wimer at which time I advised Mr. Wimer that I thought it would be safe to allow the contractor to remove the center spans which in turn would allow more time to let the subgrade dry in those areas where the bridge detours are to be constructed.

Mr. Wimer advised that he would present the contractor's request to Construction. At approximately 4:00 p. m. this date this office received telephone approval to allow the contractor to remove the center spans as requested.

The contractor was advised by telephone this date that his request had been approved and that he could start the removal as requested providing that their amber flashers at the undercrossing structures are all functioning properly.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

cc: J. B. Boyd

7693

January 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 28

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion & Clackamas

The order covers installation of temporary entrance and exit ramps at the southbound truck scale site. Materials for this work will be furnished under Price Agreement No. 39.

Attached is a copy of a letter from the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Division Engineer on November 27, 1973.

Your approval as of November 27, 1973 is requested.

Attach.

JK:dgk

7693

January 18, 1974

Matich Constructors
P. O. Box 390
Colton, CA 92324

Attention: Martin A. Matich

Gentlemen:

Thank you for your letter of January 14, 1974, stating your views concerning R. C. Parsons and Son Ready Mix Concrete Inc.'s claim in the amount of $36,222.15 plus interest for labor and equipment.

Our records indicate that this is in reference to the Andersen, Hannan, Rogers & Matich Contract No. 7693 in Marion and Clackamas County. This information is being noted in our records.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:js

MATICH CORPORATION * *General Contractors*

MATICH BROTHERS
MATICH CONSTRUCTORS

YARD AND OFFICE:
350 West Valley Boulevard
Rialto, California 92376
MAILING ADDRESS:
P.O Box 390
Colton, California 92324
Telephone (714) 877-2100

January 14, 1974

Mr. Cecil Head, Manager
Administrative Services
Highway Division
Department of Transportation
Highway Building
Salem, Oregon, 97310

Re: Notice of claim for filing brought by R.C. Parsons and Son, Ready Mix Concrete Inc.

Dear Mr. Head:

Matich Constructors entered into a purchase agreement with Pacific Sand and Gravel Co. to supply material on the Hubbard-Woodburn Project, Contract No. 7693. Pacific Sand and Gravel Co. has been paid by Matich for all material authorized on the job to this date.

At no time, did Martin Matich, Jack Matich or Matich Constructors enter into an agreement or authorize R.C. Parsons and Son Ready Mix Concrete Inc. to perform the said work. Matich entered into an agreement with Pacific Sand and Gravel who, apparently, had R.C. Parsons and Son Ready Mix Concrete Inc., do some portion of the work for them.

R.C. Parsons and Son Ready Mix Concrete Inc., furthermore, has not contacted or notified Matich that they were not being paid by Pacific Sand and Gravel, and until we received the information from you we were unaware of this situation.

We have no knowledge as to what the claim covers or to what extent justified. We see no information that would in any way support this claim.

Very truly yours,

MATICH CONSTRUCTORS

Martin A. Matich
Partner

cc: H.A. Anderson Co.
Hannan Bros.
General Ins. Co. of America
Frank Rowsey Agency
Luvaas, Cobb, Richards, & Fraser

RECEIVED
JAN 1974
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7693

5

January 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 16

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion & Clackamas

The order covers State Forces constructing a deeper drainage ditch between Broadacres Road and the frontage road. Blockage of an heratofore unknown drain tile flooded adjacent property to the extent the owners furnace could not be operated. Since the contractor had moved off the project it was in the public's interest for State forces to perform this work on an emergency basis.

The estimated cost of work to be done under this order is $1,000 with Federal participation of $900. Reimbursement on an actual cost basis is requested.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 12, 1973. Due to its emergency nature the work began prior to this on December 5, 1973.

Your approval retroactive to December 5, 1973 is requested.

Attach.

JK:dgk

7693

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 15, 1974

TO C. W. Head / Vince Gallagher
John Bond John Herr

FROM V. E. Skoog, Fiscal Officer OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contract 7693
Anderson, Hannan, Rogers, Matich

Treasurer's Receipt #1005 (TCD 168991) in the amount of $422,468.41 has been deposited in lieu of retainage on Contract 7693.

This deposit replaces the following Treasurer's Receipts:

Receipt No.	Time Certif. of Deposit	Amount
544	148987	$168,775.46
608	150927	100,000.00
791	158059	100,000.00
918	168849	45,663,20
	Total	$414,438.66

These TCD's have been returned to Anderson, Hannan, Rogers, Matich.

A copy of the letters and original Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

CRP:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1005

SAFEKEEPING RECEIPT

Received for Account of Andersen-Hannan-Rogers-Matich

Address 3427 N.E. Halsey St. Portland, Oregon

Date Jan. 9, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit 7.75% Dated Jan. 7, 1974 Due April 8, 1974 First National Bank of Oregon, Portland, Oregon	168991	1	422,468.41				422,468.41
							422,468.41

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 10, 1974

First National Bank of Oregon
Post Office Box 3131
Portland, Oregon 97208

Attn: E. D. Lipscomb, Ass't Vice Pres.

Gentlemen:

Rec #.
544
608
791
918

Reference your letter dated January 7, 1974, please find enclosed T.C.D. number 168849, due January 7, 1974, in the amount of $414,438.66 for credit of Anderson-Hannan-Rogers and Matich.

We acknowledge receipt of T.D.D number 168991 due April 8, 1974, in the amount of $422,468.41 which replaces the above mentioned T.C.D. ← Treas Receipt # 1005

Kindly acknowledge receipt of T.D.D. number 168849 by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Andersen-Hannan-Rogers-Matich
cc: Oregon State Highway Department attn: Dick Hacak

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 10, 1974

Treas Rec # 544 168775.46
608 100,000.00
791 100,000.00
918 45,663.20
414,438.66 CR

Anderson-Hannan-Rogers and Matich
3427 N.E. Halsey Street
Portland, Oregon

Gentlemen:

As evidenced by the enclosed copy of a letter to the First National Bank of Oregon, Portland, Oregon, we have released and mailed to them T.C.D. number 168849 due January 7, 1974, in the amount of $414,438.66.

This T.C.D. has been replaced with T.C.D. number 168991, due April 8, 1974, in the amount of $422,468.41. Treas Rec # 1005

Our receipt for the same is enclosed.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

COPY

FIRST NATIONAL BANK OF OREGON

HEAD OFFICE, PORTLAND, OREGON . CABLE "MULTNOMAH"

BRANCH/DIVISION
ADDRESS:

January 7, 1974

Mr. James A. Redden
State Treasurer
State of Oregon
Salem, Oregon 97310

Attention: Mr. Merle Crowe
Cashier

Re: Andersen-Hannan-Rogers-Matich

Gentlemen:

Pursuant to our telephone conversation of January 7, 1974, regarding the above subject, please find our Time Certificate of Deposit #168991 in the amount of $422,468.41. This renews Time Certificate of Deposit #168849 in the amount of $414,438.66. An additional amount of $8,029.74 has been added to the new Time Certificate of Deposit for accrued interest during the next 90 days. Please let me know if you have any questions regarding this transaction.

Kindly acknowledge receipt of the Time Certificate of Deposit by signing and returning the duplicate copy of this letter.

Cordially,

E. D. Lipscomb
Assistant Vice President

EDL:js

cc: V. E. Skoog
James Chaney
Highway Construction Engineer
Andersen-Hannan-Rogers-Matich

RECEIVED
JAN 9 1974
Contract Acctg.

REFERRED TO
Hacek
Frank K. Griffin

CORRES-57 4-69

7693

624-1084

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

January 11, 1974

RECEIVED
JAN 14 1974
Office of
Assistant State Highway Engineer

Anderson, Hannan, Rogers & Matich
P.O. Box 13367
Portland, Oregon 97213

ATTENTION: Robert Everet

Gentlemen:

Subject: Resident Engineer Change
Hubbard Interchange-Woodburn Section
Pacific Interstate Highway
Contract 7693

Nearly one year ago this office determined the desirability of establishing a Regional Locating Engineer. Our staff was reviewed for candidates. The best and most logical one was Jim Chaney.

His only request was that he be allowed to complete the Hubbard Interchange-Woodburn Section. At the time this request was granted.

Since then it has become essential that the Regional Locating Engineer's office be established now instead of waiting until completion of the Hubbard Interchange-Woodburn Section. Mr. Chaney was consulted. He chose the Regional Locating Engineer's job.

Because of this, we are extremely sorry that another change of Resident Engineers on this project will be necessary.

However, we have an extremely capable alternate, Ernie Scrivner. We are sure that you will find him equally capable and cooperative as Mr. Chaney. We have been extremely pleased with the work that Mr. Chaney has done for us.

Thank you for bearing with us on this matter.

Yours very truly,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGIONAL ENGINEER

GWW/elk
cc: Scott Coulter
C. T. Keasey
Jim Chaney
Ernie Scrivner
Warren Mueller

7693 Hubbard Interch.-Woodburn Interch. 1973
Sec. of Pacific Hwy., N. of Salem
(Grad., pav., struct., sign., illum.)#3

SEE:

CON [redacted] 21-2

I-5 E.

Sp.

Hubbard - Hayes v. Sec.

76[illegible] Claim = 54250

RECEIVED
[illegible] 12 AM '7[illegible]
[illegible]RS
[illegible]ATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 27, 1973

Luvaas, Cobb, Richards & Fraser
Attorneys at Law
P. O. Box 10747
Eugene, Oregon 97401

Attention: Robert H. Fraser

NOTED ON CARD
1-16-74

Gentlemen:

This is to acknowledge receipt of your letter of December 20, 1973, informing us that Pacific Sand and Gravel Company, a subcontractor, owes your client, R. C. Parsons and Son Ready Mix Concrete, Inc., in the amount of $36,222.15 plus interest for labor and equipment furnished.

From the description given in your letter, this appears to be in reference to the Andersen, Hannan, Rogers and Matich Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The General Insurance Co. of America and Travelers Indemnity Company furnished the performance bond on this contract. We will advise them of the receipt of your client's claim and we will also forward it to the Secretary of State for filing.

As requested, we are forwarding a certified copy of the contract and bond to R. C. Parsons and Son Ready Mix Concrete, Inc..

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RECEIVED
JAN 3 1974
HIGHWAY
ADMINISTRATIVE SERVICES

cc Andersen, Hannan, Rogers & Matich
General Ins. Co. of America
Travelers Indemnity Company
R. C. Parsons & Son Ready Mix Concrete, Inc.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Telephone Number
485-3762

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
P. O BOX 10747
777 HIGH STREET
EUGENE, OREGON 97401

TELEPHONE
345-0501
AREA CODE
503

JOHN L. LUVAAS
RALPH F. COBB
JOE B RICHARDS
ROBERT H. FRASER
PAUL D. CLAYTON
DOUGLAS L. McCOOL
JERRY W. HENDRICKS

December 20, 1973

Mr. Cecil Head, Manager
Administrative Services
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: Notice of Claim for Filing Brought by R. C. Parsons & Son Ready Mix Concrete, Inc.
Surety Companies: General Insurance Company of America
Travelers Indemnity Company of America
Principals: Anderson, Hannan, Rogers, and Matich
Amount of Claim: $36,222.15
Job: Hubbard-Woodburn Project

Dear Mr. Head:

This letter is being directed to you as Officer in Charge of the construction project generally referred to as the Hubbard-Woodburn Project and more specifically State Highway Contract Number 7693. If for some reason you are not the Officer in Charge within the meaning of ORS 279.510 et seq, it would be appreciated if you would forward this to the appropriate officer and advise me of same.

In the event that I do not hear from you to the contrary, I will then assume that you are the appropriate person and that you are a proper officer in charge of the contract, as that term is used in the Oregon statutes. You will please find enclosed herewith an Affidavit as described in ORS 279.515. It would be appreciated if you would forward a certified copy of the contract and bonds, pursuant to the enclosed affidavit, to R. C. Parsons & Son Ready Mix Concrete, Inc.

Your cooperation is appreciated.

Very truly yours,

ROBERT H. FRASER
RHF:vm
Encs.

RECEIVED
DEC 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

December 20, 1973

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

TO: Cecil Head, Manager
Administrative Services
Highway Division
c/o Department of Transportation
Highway Building
Salem, Oregon 97310

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

TO: Secretary of State
State Capital Building
Salem, Oregon 97310

Attention: Public Records Clerk

Contract: Hubbard-Woodburn Project
Contract No. 7693

Contractors: Anderson, Hannan, Rogers, and Matich

NOTICE IS HEREBY GIVEN that the undersigned, President of R. C. Parsons & Son Ready Mix Concrete, Inc., acting within the scope of his authority, and by and through said corporation, has furnished labor and equipment for use in the construction of the above highway improvement project, that said labor and equipment was performed and furnished on the order of Pacific Sand & Gravel Co., P. O. Box 7078, Salem, Oregon, pursuant to authorization of the contractor, Martin Matich, Jack Matich and Matich Corporation and that a balance of $36,222.15 still exists after all just credits and offsets and remains owing and unpaid for said material so furnished, together with interest thereon.

Therefore, R. C. Parsons & Son Ready Mix Concrete, Inc., hereby files a Notice of Claim in the amount of $36,222.15 together with interest thereon, against said Anderson, Hannan, Rogers and Matich, the principal contractors, and against General Insurance Company of America, 1500 S.W. First Avenue, Portland, Oregon 97201, and Travelers Indemnity Company of America, 700 Main Street, Hartford, Connecticut, 06108, on the surety bonds provided for said project, and pursuant to the statutes of the state of Oregon.

R. C. PARSONS & SON READY MIX CONCRETE, INC.,
an Oregon corporation

By F. C. Parsons
F. C. Parsons, President

cc: General Insurance of Company of America
Travelers Indemnity Company of America

RECEIVED
DEC 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
777 HIGH STREET
P O BOX 10747
EUGENE, OREGON 97401

STATE OF OREGON)
) ss.
County of Lane)

On this 20th day of December, 1973, personally appeared F. C. Parsons, who being duly sworn, did say that he is the President of R. C. Parsons & Son Ready Mix Concrete, Inc., an Oregon corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation is the corporation seal of said corporation and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and he acknowledged said instrument to be its voluntary act and deed.

Before me: Velma Mozenburg

Notary Public for Oregon
MY Commission Expires: 4-19-76

RECEIVED
DEC 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
777 HIGH STREET
P. O. BOX 10747
EUGENE, OREGON 97401

AFFIDAVIT OF PERSON REQUESTING COPY OF CONTRACT AND BOND

STATE OF OREGON)
) ss.
County of Lane)

I, FERRALL C. PARSONS, being first duly sworn, depose and say:

That I am the President of R. C. Parsons & Son Ready Mix Concrete, Inc., an Oregon corporation, hereinafter referred to for convenience as "Parsons Concrete" and that Parsons Concrete has a claim, notice having been coincidentally given herewith, in the amount of $36,222.15, together with interest thereon, against Anderson, Hannan, Rogers, and Matich, principal contractors and General Insurance Company of America and Travelers Indemnity Company of America, on the surety bond provided for the Hubbard-Woodburn Project, State Highway Contract Number 7693. This claim is for the sum of $36,222.15, together with interest thereon and is for labor and equipment used for the prosecution of the work provided for in the contract referenced hereinabove.

Pursuant to ORS 279.512, it is respectfully requested that a certified copy of the aforesaid contract and bond be forwarded to R. C. Parsons & Son Ready Mix Concrete, Inc., an Oregon corporation, attention F. C. Parsons, 3600 County Farm Road, P. O. Box 462, Eugene, Oregon 97401.

R. C. PARSONS & SON READY MIX CONCRETE, INC.,
an Oregon corporation

By Ferrall C Parsons
Ferrall C. Parsons, President

SUBSCRIBED AND SWORN to before me this 24th day of December, 1973.

Notary Public for Oregon
My Commission Expires:

RECEIVED
DEC 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

LUVAAS, COBB, RICHARDS & FRASER
ATTORNEYS AT LAW
777 HIGH STREET
P.O. BOX 10747
EUGENE, OREGON 97401

FORM No. 941—Civil Subpena—Circuit Court—Issued by Attorney

SN

In the Circuit Court of the State of Oregon

FOR THE COUNTY OF .....

Olsen Electric,
Plaintiff,

vs.

Mcintyre
Defendant.

Case No. .....

CIVIL SUBPENA

TO: Cecil W. Imel

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit Court of the State of Oregon for the County of Multnomah, *at Room No.* [illegible] *of the County Court House of said county in the City of* Portland, *Oregon, on the* 17 *day of* [illegible], *19*[illegible], *at* [illegible] *o'clock* ..... *M., to testify as a witness in the above entitled cause on behalf of* Plaintiff

/s/ [illegible]

Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear.

Address 501 Standard Plaza *Phone* 223-7111

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

.....

If an officer, state title.

.....

For Civil Subpena issued by clerk, see S-N Form No. 255.

503-226

7693 - 5

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 21, 1973

SUBJECT: Hubbard Interchange-Woodburn Interchange
Contract No. 7693
S.F.O. No. 16

To: C. O. Fredrickson
Region Engineer
Attn: G. W. Wimer

FROM: John A. Bond
Construction Administration Engineer

We are holding for further justification your proposed $1,000 S.F.O. to construct drainage ditch to prevent flooding of J. Owre property. Does something about the current interstate project work create the need for this? The proposed work seems to be beyond our right of way and more of a maintenance matter. It would be non-participating as submitted.

JAB:fr

cc: H. S. Coulter

RECEIVED
DEC 21 1973
Office of
Assistant State Highway Engineer

#7673

524-1084

5

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon

REGION 2 ENGINEER
RECEIVED
DEC - 5 1973
DE RCE RME RTE RUE
ULE GEO TA FILE

DATE December 4, 1973

TO Gerald Wimer
Regional Construction Engineer

FROM James E. Chaney by C. V. Schmidt
Resident Engineer

SUBJECT Draft- Suggested Press Release
I-5: Hubbard Int. - Woodburn Int.

It is anticipated that northbound I-5 traffic between Hubbard Int. and Woodburn Int. will be routed over portions of the new construction on or about December 11.

Motorists will be expected to utilize a portion of the median asphaltic shoulder for a passing lane. The main travel lane will be new concrete.

After traffic is moved onto the new construction and the installation of safety devices are completed, the illumination will be turned off.

cc John Early - Please issue news release at the appropriate time after first confirming the presently scheduled opening date
J. Wimer

cc H. S. Coulter ✓
C T Keasey

RECEIVED
DEC 1973
NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 13 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1973

NOTED
A. E. JOHNSON

To: MEMO TO THE FILE:

SUBJECT: Hubbard Intch.-Woodburn Intch.
Contract No. 7693
Removal of PCC Steel

FROM: John A. Bond
Construction Administration Engineer

On Wednesday, November 7, Deputy Engineer Al Johnson, advised me that he had just discussed with representatives of FHWA the question of responsibility for removal of the reinforcing steel which is still in place on the south end of the northbound lanes on this project. The FHWA's response had been negative on Federal participation in the cost of removing and reinstalling this steel. They were willing to keep it open to further review and as a claim, if necessary. When asked, I advised Al of the written position this office had taken on this question several weeks ago. He thought we were now to the point where a legal opinion was needed and asked that I pursue this direct with legal.

In response to my request, Jack Sollis called me Thursday morning from his home. His quick informal opinion was that he had heard nothing to justify the State paying for this operation. He thought to do so would be setting a bad precedent, particularly at this stage of the project. He would review the matter more thoroughly and give a formal reply if we would submit to him the pros and cons of the question. In the meantime, his advice was to not sanction this as a State obligation.

Late Thursday, I reached Al Johnson by phone and gave the above information to him. He advised me that he had earlier that day told Andersen (one of the contractors) by phone that this was regarded as the contractor's obligation and that if they did not remove the steel the State would do so and bill them for it. If they would submit any arguments they had to the contrary, we would review it. Mr. Andersen would relay this decision to Mr. Matich who was to be in California and also would tell him where Mr. Johnson and Mr. Klaboe could be reached while at the A.A.S.H.O. meeting in Los Angeles during the next few days. I was to get the Region up to date on the above developments which I did on the next day, Friday, the 9th.

JAB:fr

cc: Al Johnson
H. S. Coulter
C. O. Fredrickson

SP*92678-724

7693

OREGON STATE HIGHWAY DIVISION

P.O. Box 272
Woodburn, Oregon 97071
November 2, 1973

Anderson - Hannan, Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

Attention: Mr. Robert Hafstad
Project Manager

Re: Hubbard Intchg.-Woodburn Intchg.
Pacific Highway
Contract Number 7693
Contractor's Payrolls

Dear Sir:

Certified payrolls submitted by Matich Corporation have been reviewed by this office and found to be inconsistant with the required contract provisions with respect to compensation for overtime. A list of employees for which proper compensation has not been made is attached. Your particular attention is directed to form PR-1273, Section 4, Paragraph 7, included in the "Special Provisions and Supplemental Specifications for Highway Construction" and Section 107.03 of the "Standard Specifications for Highway Construction", Issue of 1970. The latter contains the following:

> " ... the person or persons so employed for excessive hours shall receive at least time and a half pay for all overtime in excess of eight hours a day, and for work performed on Saturday and on any legal holiday specified in ORS 187.010 ... "

Please see that restitution to the employees involved is made in accordance with the above. Supplemental payrolls and proof of payment should be forwarded to this office for review.

Sincerely yours,

James E. Chaney
Resident Engineer

RECEIVED
NOV 6 1973
Office of
Assistant State Highway Engineer

enclosure

cc: Matich Corporation
Region 2
File
Construction

Routing
Koasey, Scofield S
Bond, Glenn
Jackmond, Berg
Hardt
Johnsen
Walker
RECEIVED
NOV 5 1973
CONSTRUCTION SECTION

NOTED
H.C. CARTER

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE SECTION
Pacific Highway
Contract Number 7693
List of Employees not Receiving
Proper Overtime Compensation
Attachment to letter of November 2, 1973

Employee Name	Hours Shown as Straight Time on Certified Payrolls					
	July 5	July 6	July 10	July 11	July 12	July 13
Alfredo Vasquez	12	10½				
Carlos Sanchez		16				
Juan Cuellar		11				
Max Sanchez		16				
Arthur Sanchez		16				
Joe Gonzales		15				
William Beck		9				
A. Molina		11				
D. Flores		11				
R. Bechtel		10				
R. Thommen		10				
D. Huitt		9				
J. Kelly		9½				
D. Albers		9½				
S. Lamprecht		9				
E. Boring		8½				
A. Gilbert		18				
J. Roth		9				
Edmond Krupa			9	12		
Joseph Johnson			10	14	12	13
Michael Bielemeier			10	14	12	13

7693

October 31, 1973

Andersen-Hannan, Rogers & Natich
Box 13367
Portland, Oregon 97213

Gentlemen:

We have reviewed your request for a 212-day extension of time on Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an overall extension to June 30, 1974, is granted.

Very truly yours,

A. E. Johnson
Acting State Highway Engineer

bc: Cecil Head
F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
J. E. Chaney
V. L. Gallagher

JAB:fw cm

7693

October 31, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT: Request for Time Extension
Hubbard Interchange-Woodburn
Interchange Section
Pacific Highway (I-5)
Contract No. 7693

Andersen-Hannan, Rogers and Matich, joint venture contractor on this project, has requested a 212-calendar-day extension in the overall completion time. (There are two interim or early phase completion requirements on which extension has also been requested which are being handled separately.) The contractor cites labor disputes in the summer of 1973 as the basis for this request to extend the overall completion date from the specified November 30, 1973, to June 30, 1974.

Labor disputes this year interrupted the job progress for virtually three months, June, July and August, which was prime working time in western Oregon. By specification definition, the contractor is entitled to at least a day for day exchange for this strike but this only extends through the upcoming winter. Additional extension into the next construction season is necessary to replace the time lost.

I have therefore granted an extension to June 30, 1974, on this project. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the November 21 meeting.

bc: George Baldwin
F. B. Klaboe
H. S. Coulter
V. E. Skoog
Cecil Mead
C. T. Casey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
R. E. Whipps

JAB:fw cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7693 Contractor Andersen-Hannan, Rogers & Matich

Highway Pacific

Section Hubbard Interchange - Woodburn Interchange

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension to June 30, 1974 to recognize seasonal impact of labor disputes in the summer of 1973.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7693
Project designation	I-5-5(52) 274 (State / Federal)
Date awarded	Feb. 17, 1972
Work started	March 13, 1972
Per cent completed	79 % Date Sept. 21, 1973
Specified Completion Date	November 30, 1973
Actual Completion Date Requested	
Time Extension	June 30, 1974

SP*6296-734

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 12, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7693, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

This request is for an extension of 212 calendar days because of strikes by the Operating Engineers and the Laborers Unions. See attached letter dated August 31, 1973 to Oregon State Highway Department.

Respectfully submitted,

ANDERSEN-HANNAN-ROGERS-MATICH
Contractor

By .....

CONSENT OF SURETY

Date September 17, 19 73

We, GENERAL INSURANCE COMPANY OF AMERICA and THE TRAVELERS INDEMNITY COMPANY

....., as

co-sureties
~~surety~~ on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By M. Mowrey
M. Mowrey Attorney-in-fact

(SEAL)

No Longer Required
Resident Agent

THE TRAVELERS INDEMNITY COMPANY

By May E. Mowrey
May E. Mowrey Attorney-in-fact

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Hubbard Interchange-Woodburn
Interchange Section
Contract No. 7693
Request for Time Extension

FROM: John A. Bond
Construction Administration Engineer

The Andersen-Hannan, Rogers and Matich joint venture has submitted a request for 212 calendar days extension in the overall completion time of this project because of effect of labor disputes. (There are two interim or early phase completion requirements on which extension has also been requested for different reasons and is being handled separately.) The time control on this project is expressed in specific dates and the overall completion requirement as contracted is November 30, 1973.

Labor disputes this year interrupted the job progress for virtually three months, June, July and August, which was prime working time; the very heart of our construction season in western Oregon. By definition, the contractor is entitled to day for day exchange for this strike lost time, but the three months after specified completion would be the complete reverse seasonally of the time lost. Ordinarily, December, January and February are not even counted against the contract time allotments when time is expressed on calendar workdays.

I note that on June 1, 1973 (the beginning of the labor disputes), we were carrying the project as 62 percent completed, but with 74 percent of the time elapsed. This time percentage is, of course, on the calendar date basis and takes into account all the 1972-73 winter time. If our November 30, 1973 completion objective is converted to a calendar workday count for this project, it would have been set up with about 540 calendar workdays. On this basis (thereby excluding the 1972-73 winter time from the count), the project time would have been about 67 percent elapsed on June 1, 1973. In other words, the relationship between the work completed and time elapsed was not out of line. The contractor was reasonably on schedule and could have been expected to complete the project this year.

I believe it would be reasonable to extend the time as the contractor requests. We would really only be exchanging March through June of next year for the prime summer time which was lost this year. Rough draft letters to FHWA, Commission and contractor on this basis are attached.

RECEIVED
OCT 8 1973
Office of

JAB:fw
Enc.
cc V. L. Gallagher

624-1081

1-95

OREGON STATE HIGHWAY DIVISION

P.O. Box 272
Woodburn, Oregon
October 29, 1973

U. S. [illegible]
REGION 2 ENGINEER
RECEIVED
OCT 30 1973
ULE GEO TA FILE

Anderson - Hannan, Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

Attention: Mr. Robert Hafstad
Project Manager

Gentlemen:

You are advised to start immediately the removal of reinforcement steel from the northbound lanes between stations 1007 and 1149.

The proximity of the steel to the motoring public presents a great hazard.

The "Contract Special Provisions" provides that traffic shall not be routed over the widened portion during the winter months. (Approximately November through March.) The Stage II paving is not designed to support traffic through the winter months.

I trust that you will provide sufficient men and equipment to accomplish the removal of reinforcement steel within the next few days.

Yours very truly,

James E. Chaney
Resident Engineer

RECEIVED
NOV 6 1973
Office of
Assistant State Highway Engineer

JEC/rw
cc: Mr. H.A. Anderson
H.A. Anderson Co.
P.O. Box 13367
Portland, Oregon 97213

Mr. J.N. Matich
Matich Corp.
P.O. Box 390
Colton, Calif. 92324

C.O. Fredrickson
file

cc H. L. Coulter
C. T. Keasey

7693

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE October 26, 1973

TO C. O. Fredrickson
Regional Engineer

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Hubbard Int.-Woodburn Section
Contract 7693

An inspection was made this morning of the subject section, in particular, of the reinforcing steel for the first couple of miles on the northbound lanes. Present were:

Federal Highway Administration
Glen L. Green
Glenn Hossner
Paul Riedl

Oregon Highway Division
A. E. Johnson
H. S. Coulter
C. T. Keasey

It was unanimously agreed that the reinforcing steel must be removed from the road surface and taken off the Stage 2 surfacing. The reinforcing steel adjacent to traffic as currently flowing would present a great hazard. It is questionable that the surfacewould stand up under traffic this winter. Please have the Resident Engineer so advise the contractor.

Consideration should be given to permitting the maximum use of labor classified as Laborers and minimal use of Ironworkers if so desired by the contractor. Even though the Ironworker craft may be necessary for the actual untying of the steel, he should be able to use Laborers for physical movement of the material.

HSC:ia

cc A. E. Johnson
E. S. Hunter
C. T. Keasey
Glen L. Green, FHWA

RECEIVED
OCT 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER
NOTED E. S. HUNTER

7693

4841

FILED
OCT 26 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

October 25, 1973

McIntyre Electric, Inc.
12005 North Burgard Road
Portland, Oregon 97213

NOTED ON CARD
10-29-73 RC

Gentlemen:

This is to acknowledge your letter received October 24 notifying us of your claim against Olson Electric Company, Inc., a subcontractor, in the sum of $19,513.87.

From the information given in your letter, this appears to be in reference to the Andersen, Hannan, Rogers and Matich Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The General Insurance Co. of America and the Travelers Indemnity Company furnished the performance bond on this contract. We will notify them of your claim and we will file it with the Secretary of State.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Andersen, Hannan, Rogers & Matich
General Insurance Co. of America
Travelers Indemnity Company

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

10/26/73

E-123

NOTICE OF CLAIM

TO: THE STATE OF OREGON TRANSPORTATION COMMISSION
Attn: C. W. Head

NOTICE IS HEREBY GIVEN that the undersigned, McIntyre Electric, Inc., an Oregon corporation, has a claim for electrical work performed by McIntyre Electric, Inc., as a subcontractor for Olson Electric Company, Inc., in the sum of nineteen thousand five hundred thirteen dollars and eighty-seven cents ($19,513.87), against the bond taken from Andersen-Hannan-Rogers-Natich, Joint Venturers, as principal, and General Insurance of America and Travelers Indemnity Company, as Sureties, for the construction of the Hubbard Interchange to Woodburn Interchange-Marion and Clackamas Counties, known as State Highway Contract No. 7693.

McINTYRE ELECTRIC, INC.

By: _____
Secretary

12005 North Burgard Road
Portland, Oregon 97213

RECEIVED
OCT 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Claim sent to us certified mail by Meysing and Braun, Attorneys, 414 Pittock Block, Portland, OR 97205

7693

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

REGION 2 ENGINEER
RECEIVED
NOV 1 1973
RE RCE RME RTE ROE
ULE GEO TX FILE

REGION 2 ENGINEER
RECEIVED
OCT 26 1973
RE RCE RME RTE ROE
ULE GEO TX FILE

RECEIVED
STATE HWY ENGR
NOV 8 '73
REFER TO
FOR
Info Invest R/D D/R Sign Act File

DATE October 25, 1973

TO C.O. Fredrickson
Region 2 Engineer

FROM James L. Chaney
Resident Engineer

NOTED
A. E. JOHNSON

SUBJECT Hubbard Intchge. - Woodburn Intchge.
Contract No. 7693
Summary of Contractor's P.C.C. Activities

3/22 Traffic switched to stage II Northbound

3/23 Contractor started placing AC leveling course for P.C.C. on N.B. lanes.

3/29 Contractor started moving in concrete batch plant.
Re-bar for P.C.C. started arriving on project.

4/3 Contractor started work on 40 ft. P.C.C. panels, P.C.C. terminal anchors and assembly of re-bar for P.C.C. Contractor placing re-bar.

4/9 Traffic switched to stage II Southbound. Contractor placing re-bar.

4/18 Contractor advised of necessity for better maintenance of traffic cones and signs for safety. Contractor placing re-bar.

4/19 Contractor requested to refrain from placing any more re-bar for P.C.C. until such time as P.C.C. paving is started. This was requested for traffic safety as there has been 4 vehicle accidents involving re-bar to date. Approximately 5 miles re-bar in place to date. Contractor placing re-bar.

4/20 Contractor continued placing re-bar

4/21 Saturday, fair weather. No activity

4/23 Contractor again requested to stop placing re-bar. Contractor stated that if steel workers are laid off at this time he won't be able to get them back when he needs them. Contractor placing re-bar.

4/24 Contractor continues placing re-bar for P.C.C.; finished setting up batch plant; started hauling aggregate for P.C.C. to plant site.

4/25 Same as 4/24

4/26 Same as 4/24. Contractor plans to start P.C.C. paving tomorrow.

cc A. E. Johnson w/attach
cc Scott Conter w/attach
cc C. T. Keasey w/attach

4/27 No P.C.C. paving today due to shortage of aggregate and threat of showers. Contractor placing re-bar.

4/28 Saturday - Fair weather - No activity

4/30 Contractor started P.C.C. paving. Placed 635 ft. today. Many problems with batch plant. Contractor placing re-bar.

5/1 Placed 3500 ft. P.C.C. pavement. Contractor placing re-bar.

5/2 Placed 2400 ft. P.C.C. pavement. Mechanical broom arrived on project today. Contractor placing re-bar.

5/3 No P.C.C. paving due to rain. Contractor placing re-bar.

5/4 Placed 3300 ft. P.C.C. pavement. Batch plant still not operating to full capacity. Contractor placing re-bar.

5/5 Saturday - Fair weather - Contractor working on batch plant correcting problems.

5/6 Sunday - Fair weather - No activity

5/7 Placed 2200 ft. P.C.C. Contractor placing re-bar.

5/8 Placed 3900 ft. P.C.C. Contractor placing re-bar.

5/9 Placed 1282 ft. P.C.C. Shut down at noon due to rain. Contractor placing re-bar.

5/10 Placed 3100 ft. P.C.C. J. Matich shut down operation due to controversy over reject concrete. Contractor placing re-bar.

5/11 Placed 4845 ft. P.C.C. Contractor placing re-bar.

5/12 Saturday - Fair weather - No activity

5/13 Sunday - Fair weather - No activity.

5/14 Started P.C.C. paving at 6:30 - Mr. Duffy shut down operation at 8:00 A.M. and refused to haul lighter loads. Placed 960 ft. Contractor placing re-bar.

5/15 No P.C.C. due to dispute over truck weights. Contractor placing re-bar.

5/16 Same as previous day. Contractor placing re-bar.

5/17 Placed 3200 ft. P.C.C. Contractor placing re-bar.

5/18 Placed 4731 ft. P.C.C.. Contractor placing re-bar.

5/19 Saturday - Fair weather - no activity.

5/20 Sunday - Light showers - No activity.

5/21 Placed 4953 ft. P.C.C.. Contractor placing re-bar.

5/22 Placed 5483 ft. P.C.C.. Contractor placing re-bar.

5/23 Placed 1852 ft. P.C.C. - Shut down at 10:00 AM due to rain. Contractor placing re-bar.

5/24 No P.C.C. paving due to rain. Contractor placing re-bar.

5/25 Placed 2696 ft. P.C.C. - shut down at 1:30 AM due to rain. Contractor placing re-bar.

5/26 Saturday - placed 2312 ft. P.C.C. - shut down at 11:45 AM due to problems with paving machine and batch plant.

5/27 Sunday - Fair weather - No activity.

5/28 Memorial Day - No activity.

5/30 Placed 4904 ft. P.C.C.- Contractor having some difficulty keeping batch plant supplied with aggregate. Contractor placing re-bar.

5/31 Placed 4667 ft. P.C.C. Shut down at 2:30 PM when batch plant ran out of aggregate. Discontinued placing re-bar.

6/1 701 Strike

6/8 Contractor received Governor's order to remove re-bar.

6/11 Contractor removing re-bar.

6/12 Same as 6/11.

6/13 Contractor completed removing re-bar.

7/3 Contractor replacing re-bar.

7/5 Placed 3536 ft. P.C.C. - Contractor used supervisory personnel to run equipment. All other workers [redacted] were union members. No 701 pickets on project today. Contractor replacing re-bar S.B.

7/6 Placed 4646 ft. P.C.C. - Contractor used all non-union personnel today due to 701 pickets on project. Contractor replacing re-bar S.B.

7/7	Placed 3850 ft. P.C.C. - finished 24' panel on S.B. lanes. Contractor used all non-union personnel today due to 701 pickets on project. Contractor replacing re-bar S.B.
7/13	Contractor started moving out his batch plant.
8/7	Strike by 701 ended.
8/8 to 8/12	Fair weather
8/13	Strike by labor union started - No activity.
8/21	Strike by labor union ended. No activity.
8/22 to 10/10	38 days including 6 Sundays & Holidays of weather suitable for P.C.C. paving.

JEC/ec

cc: [redacted]
file w/attach

PER CENT 24-FOOT WIDE P.C.C. COMPLETED
DAILY PRODUCTION SHOWN IN STATIONS

0 20 40 60 80 100

APRIL 25 30

MAY 1 5 10 15 20 25 30

JUNE 1 5 10 15 20 25 30

No Paving Agg.
No Paving Agg.
Inadequate Agg & Plant problems

Contractor terminated operation early because Inspector rejected 3 loads wet batch, too dry

Contractor terminated operation Rather than reduce gross weight of wet batch trucks

Rain
Rain
Rain
Plant Problems

LABOR STRIKE

Sat, Sun & Holidays

HUBBA

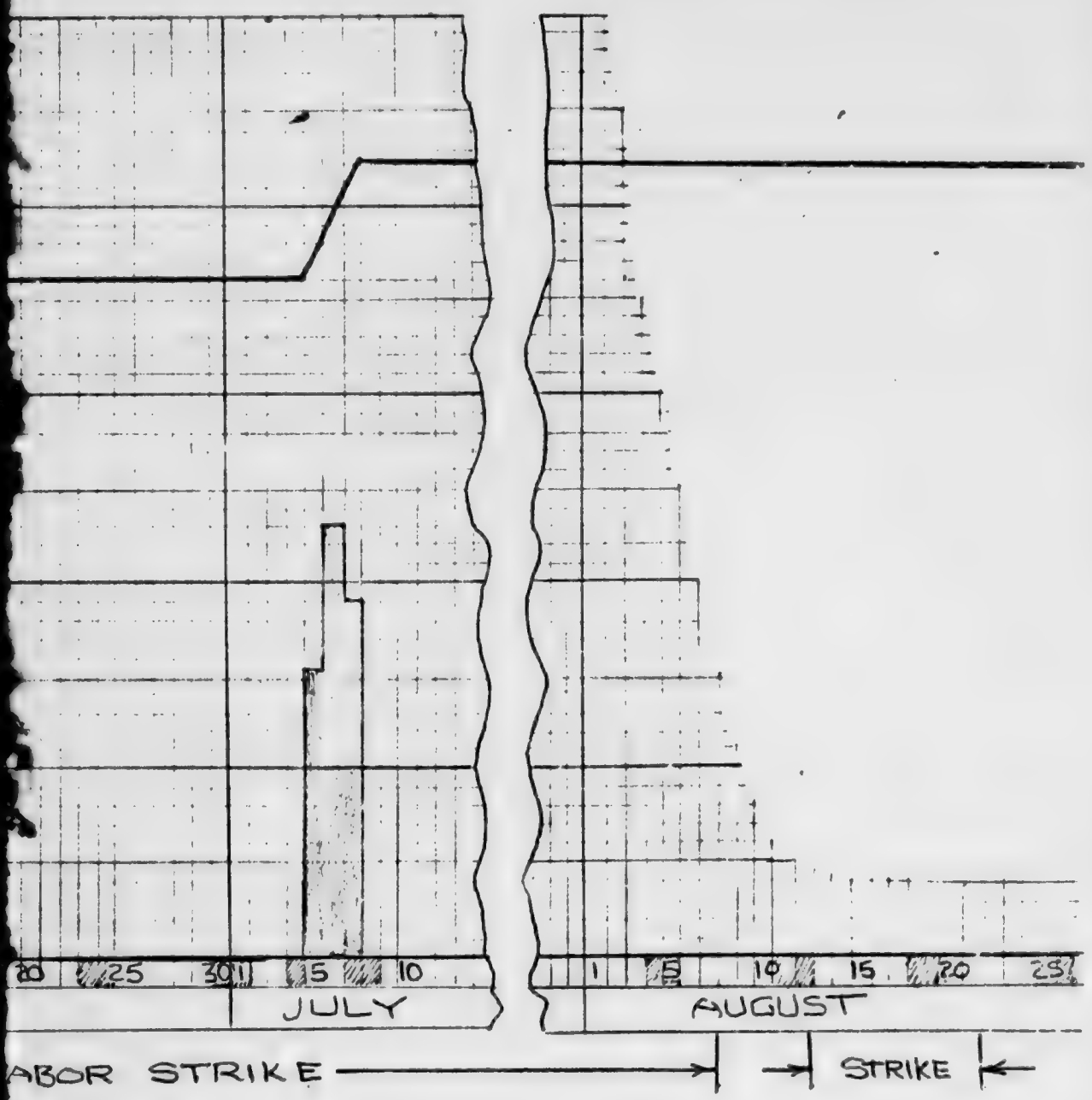
Chart sho
P.C.C. Com
Stations

HUBBARD INT. — WOODBURN INT.

I-5 PACIFIC HIGHWAY

CONTRACT NO. 7693

Chart showing total per cent 24-foot wide P.C.C. completed and daily production in stations during 1973 construction season.



#7693

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 25, 1973

In reply refer to: 10-35-B2

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

The time requested in Mr. Coulter's October 9, 1973, letter for extending this contract because of the strikes against the operators and laborers is hereby approved and the overall completion date extended to June 30, 1974.

G. K Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
OCT 29 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | ... | ...

RECEIVED
OCT 30 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

10-30-73
ay Const.
Frederickson
Gallagher

October 9, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Hubbard Int.-Woodburn Int. Section
Pacific Highway
Oregon Project I-5-5(52)274

The Andersen-Hannan, Rogers and Matich joint venture has requested a 212 calendar day extension in the overall completion time of this project (two interim or early phase completion requirements on which extension has also been requested are being handled separately). The time control on this project is expressed in specific dates, and the overall completion requirement as contracted is November 30, 1973.

Labor disputes this year interrupted the job progress for approximately three months, June, July and August--the prime construction season in western Oregon. By definition, the contractor is entitled to at least a day-for-day exchange for strike lost time; however, the three months after specified completion date would extend the time through December, January and February which are seasonally opposite with the time lost. December, January and February are not usually counted against the contract time allotments when time is expressed in calendar workdays.

On June 1, 1973 (the beginning of the labor disputes), we were carrying the project as 62 percent complete, with 74 percent of the time elapsed. This time percentage is, of course, on the calendar date basis and takes into account all 1972-73 winter time. If our November 30, 1973 completion objective is converted to a calendar workday count for this project, it would have been set

up with approximately 540 calendar workdays. On this basis (excluding the 1972-73 winter time from the count), the project time would have been about 67 percent elapsed on June 1, 1973. In other words, the relationship between the work completed and time elapsed was not out of line. The contractor was reasonably on schedule and could have been expected to complete the project this year.

We believe it reasonable to recognize the impact of the labor disputes on the job progress and your concurrence is requested in extension to June 30, 1974.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

7693

624-1084

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE October 18, 1973

TO MEMO TO THE FILE

FROM James E. Chaney
Resident Engineer

NOTED
H.S.COULTER

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

SUBJECT Hubbard Intchg - Woodburn Intchg.
Pacific Highway
Contract No. 7693
Meeting Between Contractor and State

A meeting was held in the office of Mr. A.E. Johnson, Deputy State Highway Engineer, on October 18, 1973 between 10:00 and 11:45 am to discuss the disposition of reinforcement steel with Contractor representatives. Attending the meeting were the following persons:

H.A. Anderson	H.A. Anderson Company
R.S. Everett	H.A. Anderson Company
J.N. Matich	Matich Corporation
Roy Hayes	Matich Corporation
A.E. Johnson	Deputy State Highway Engineer
Carrol Keasey	Construction Engineer, O.S.H.D.
C.O. Fredrickson	Regional Engineer, O.S.H.D.
James E. Chaney	Resident Engineer, O.S.H.D.

The conditions which brought about the discussion are as follows; All of the inside 24-foot wide P.C.C. pavement is complete except 2.7 miles at the south end of the northbound lanes. Within the 2.7 miles of unpaved area about two miles of 24-foot wide steel was previously set on chairs and tied. During the labor strike the chairs were removed from the outside 12-foot panel and the outside 6-foot of longitudinal reinforcement steel was removed and set aside. Reinforcement steel remaining in bundles is distributed along the shoulder throughout the remaining 0.7 miles.

Mr. Matich started the meeting by presenting a cost estimate in the amount of $52,220.00 to remove the steel from the roadway, store for the winter months and replace in the spring prior to resuming P.C.C. paving work.

Messrs. Anderson and Matich suggested that the traffic be permitted to remain on the Stage II roadway until the resumption of P.C.C. paving work next spring. They suggested the construction of an A.C. ramp at the south end of the new P.C.C. paving with a transition to move traffic from Stage II paving onto the new pavement. This treatment, they said, would preclude the necessity to remove and replace the steel.

It was the consensus of Highway officials that the reinforcement steel, if not removed from the roadway, will remain as an extreme hazard to the traveling public, particularly durin snow and icing conditions. The steel would interfere with snow removal. Snow removal probably can not be accomplished without plows entering the area and damaging the steel. The Stage II paving is not designed to support traffic through winter months. Contractor representatives were advised that the Contract "Special Provisions" (Sec. 108.04, pg 14, par. 3) provides that traffic shall not be routed over the widened portion during winter months (approximately November through March).

The Contractor suggested that if the steel is required to be removed, that the steel be stored within the median area. It was felt by Highway officials that steel laying within the median area would constitute a traffic hazard and could not be properly protected from corrosion. The Contractor suggested, as an alternate to storage within the median area, that the steel be stored at the northbound scale site.

It was expressed to the Contractor that since he elected not to pave the 2.7 miles after the strike, it is the opinion of the Construction Engineer, Region Engineer and Resident Engineer that the steel should be removed and stored away from travel lanes and that the cost incurred for the removal and replacement is not the State's responsibility. The Contractor's representatives deny that the cost should be borne by them.

Mr. Johnson thinks that the estimated cost to remove and replace the steel does not contain an appropriate credit for the cost that the Contractor would normally incur because of maintenance of the steel due to damage by Contractor's operations and third parties.

Mr. Johnson will discuss the subject matter with Mr. Klaboe. An asphaltic concrete ramp will be constructed at the south end of the northbound P.C.C. paving. A traffic striping pattern will be deferred until an acceptable method is determined by Messrs. Klaboe and Johnson. Mr. Johnson will advise.

cc: next page

cc: Mr. H.A. Anderson
H.A. Anderson Company
P.O. Box 13367
Portland, Oregon 97213

Mr. J.N. Matich
Matich Corporation
P.O. Box 390
Colton, California 92324

A.E. Johnson
H.S. Coulter
C.T. Keasey
C.O. Fredrickson

7693

FORM K-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 17, 1973

TO File

FROM Jim Chaney
Resident Engineer

SUBJECT Hubbard Intchge - Woodburn Intchge.
Contract 7693
Meeting of October 10, 1973

At 10 a.m. this date a meeting was held at the Region II conference room between the Contractors (Anderson-Hannan-Rogers & Matich) and the State HIghway Division to discuss scheduling of the completion of P.C.C. paving and other items on the subject project. Mr. A. E. Johnson started the meeting by asking the contractor for his schedule. Mr. Jack Matich began with the status of his work at Flagstaff, Arizona. They have 5 days of paving left and have been shut down by weather (snow and 25° temperatures.) They have to start up when the weather breaks. If they could get 5 days to complete their paving at Flagstaff, they could move back in here about the first of November. He is in agreement with the letter from Jim Chaney reminding him of the average weather conditions in October and later. He said it is not in their best interest to complete the PCC paving at this time. He now plans to move back to the project April 1st, 1974, then stand by to go when the spring weather breaks. He said they have already been put to quite an expense in trying to get the job done during the strike. Their operation at Flagstaff is out of their control due to the weather and it makes it impossible to get back to the project at this time.

Mr. Johnson asked if there wasn't some way to get the 2.7 miles of 24 foot paving done, at the south end of the northbound lanes. Mr. Matich said,"No way, we have tried our level best to get the job done but when we lost the teamsters we lost the battle." Mr. Anderson said to complete the job with ready mix concrete, side forms and a finishing machine would be out of the question. Mr. Johnson said we are concerned about maintaining traffic on stage II during the winter. Mr. Idlewine suggested that perhaps we could overlay the stage II pavement to hold up during this period. Mr. Fredrickson pointed out that this would raise the A.C. grade and that the overlay would have to be removed in order to pave the 12' panel of P.C.C. to its required depth.

There was then a discussion of what to do about the reinforcement now laying in the unpaved 2.7 miles at the south end of the northbound lanes. The State feels that the weather could rust it and damage it beyond use. Mr. Matich said that rust would not hurt the rebar, and that he has a bulletin from the Steel Institute which says that rust does not hurt the steel. This was questioned by the State. It was pointed out that if the rebar is left in place it would be an extreme safety hazard during icy conditions this winter.

Ramps to the north bound P.C.C. were discussed. It was suggested that traffic could continue on stage II with a seal coat, but Mr. Idlewine did not feel this would be adequate.

Mr. Johnson requested that the metal reinforcement in the 2.7 miles be removed and a ramp constructed at the south end of the 24 ft. panel of P.C.C. on the northbound lanes. Mr. Coulter said that "... this is one way to go. Then stage II would be in better shape for traffic next year...", without traffic all winter. The maintenance of stage II pavement has been $50,000 thus far. Mr. Rogers asked about the cost of removing the reinforcement in the 2.7 miles and Mr. SAwyer answered $16,500. Mr. Matich felt that was too high.

There was a discussion as to who is to pay for the removal of this particular reinforcement. (Note- This has no bearing on reinforcement that was removed and replaced previously.) Gilmore Steel representatives said their contract was to place the steel and they have completed that work. Matich said they had not due to some which was not placed. Mr. Anderson suggested leaving the rebar and check on cost of maintenance against removal cost. Mr. Matich said it was not their responsibility to pay removal costs of the rebar in the unpaved 2.7 miles. The State will not assume responsibility as there has been sufficient time to complete the 24' P.C.C. panel.

Mr. Rogers said that sooner or later a blister would have to be constructed on the side of the N.B. P.C.C. Mr. Keasey replied that the only way to eliminate the need for the side ramp is to complete the 24' pavement and thus avoid the blister. Mr. Schweizer suggested putting traffic on the 24' now and then in the spring putting traffic all the way through on stage II. Mr. Coulter suggested putting traffic on the 24' now and putting the blister on next year.

Mr. Idlewine reminded them that they are not through with the labor problems and that next June the same situation could arise as arose this year. Mr. Matich repeated that he could not move in before April 1, 1974. There was a question of how much cure would be required on the P.C.C. prior to letting traffic on it.

14 days cure or 3300 psi strength was suggested. There have been breaks of 3300 psi in 7 days. The discussion moved to the area of median lighting. The State feels that as soon as traffic is moved to the 24' pavement the lights should be turned off except at critical locations near the structures. The State wants to get traffic off stage II and get the lights off as soon as possible.

Mr. Idlewine mentioned the fuel situation and the problems they are having to produce AC. Mr. Rogers said we can start planning on incresed construction costs.

There was a discussion of the removal of illumination poles. The contractor, Mr. Anderson, feels that the seeding of the median cannot be done until the poles are removed and that removing the poles this winter will damage the median. He estimates 20 days to remove the poles. Mr. Coulter said they could remove them this fall or wait until next year. Mr. Anderson feels that the poles are a traffic hazard. They are about 23 feet from the travel lane. Mr. Coulter stated that as long as there is any traffic on stage II there must be illumination in that area, and that the illumination will be needed on the south end of the northbound lanes when the 2.7 miles is paved next year. Mr. Chaney asked the project manager, Robert Hafstad, how soon traffic could be moved to the 24' pavement since several people have jobs to do and we need the contractor's plan. Mr. Hafstad then asked what each man had to do. Mr. Idlewine said he could not schedule his work as he did not know when Kizer would be completed. Mr. Matich feels that the work in the median is tracking too much dirt on the pavement and Kizer should be instructed to travel on one side only. Mr. Chaney reminded them that there is guardrail to move. Mr. Hafstad said he had told Coral Corp. to be ready to move on the 15th of October. Mr. Chaney reminded them that just switching traffic on the north end was not all the work, that ramps at Fargo Road had to be installed. It was suggested that people who wanted to use Fargo Road be routed on stage II at the ends of the project This was rejected. Mr. Idlewine said that the deep asphalt at the ramps would present a cooling problem and Mr. Matich said to cool it with a water truck. Mr. Coulter said that Matich needed to consider the 12' panel at Fargo Road in relation to the ramps. Mr. Matich said the location of the ramps was not critical in regards to constructing the P.C.C. plugs. Mr. Johnson said that we closed Hubbard Interchange during construction, but Mr. Mueller reminded him that we constructed a temporary interchange to carry traffic. Mr. Johnson then suggested we summarize.

Mr. Fredrickson summarized as follows: 1) Work to get traffic on P.C.C. as soon as possible. 2) The contractor can do what he wants to with light poles after traffic is switched (take them out or wait until next year) but should get the illumination turned off. 3) Unless the 24'wide P.C.C. pavement is completed now, the reinforcement in the 2.7 miles northbound from Sta. 1149 to 1007 will be removed.4) Illumination will be required in the 2.7 miles when it is necessary to switch back to stage II next year during paving of the 24' panel -- it might be best to just turn off the lights so the poles will be there next year through this area.

It was decided that the minutes of this meeting would be sufficient notice to the contractor to order his removal of the existing reinforcement from sta. 1149 to 1007 northbound. The State's position is that the cost of removal is the responsibility of the constractor. However, Mr. Johnson stated that he will be open to further discussion on this subject.

JC:lb

cc: Mr. H. A. Andersen w/attach
H. A. Andersen Company
P. O. Box 13367
Portland, Oregon 97213

Mr. W. R. Rogers w/attach
Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97213

Mr. J. N. Matich w/attach
Matich Corporation
P. O. Box 390
Colton, California 92324

Mr. Pete Idlewine w/attach
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

A.E. Johnson w/attach
H. S. Coulter "
C. T. Keasey "
C. O. Fredrickson "
W. Mueller "

Mr. Chas. M. Hunt w/attach.
Gilmore Steel Corp.
2000 E. Columbia Way
Vancouver, Wn.

RECEIVED
STATE HWY ENGR
OCT 18 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | ... | File

Interim Construction Conference
October 10, 1973
HUBBARD INTERCHANGE - WOODBURN INTERCHANGE SECTION
Pacific Highway
Contract Number 7693

Region Conference Room
East Salem Highway Building
Salem, Oregon

ATTENDANCE RECORD

Name	Title	Organization
Warren Mueller	Res Br. Engr	OSHD
H.G. Lawyer	Plant manager	Gilmore Steel
C. M. HUNT	CONTR. COORDINATOR	GILMORE'S
H. S. Coulter	Asst Hwy Engr	OSHD
Pete Idearne	Pres. Cascade Const. Co.	
A.E. Johnson	Deputy Hwy Engr	OSHD
J A ANDERSEN	~~Roger~~ Gen mgr.	H A ANDERSEN Co
George Schweiss	Pres	Rogers Const. Inc
W. R. Rogers		Rogers Const Inc.
J. M. Mallock	Pres.	Mallock Corp
E. L. Redlichsen	Region Engineer	OSHD
R. S. EVERETT	VP	H.A Anderson Co.
Bob Hafstad	~~Pr~~ project Manager	Anderson-Hannigan
Carroll Keasey	Constr. Engr.	OSHD
John A. Bond	Constr. Admin. Engr.	"
Gerald Wirel	Reg Const Engr	"
Cliff Lehman	Asst. R...	"
Tom E. Chang	Res Engr	"

GILMORE STEEL CONTRACTORS
DIVISION OF GILMORE STEEL CORPORATION

P. O. BOX 330
VANCOUVER, WASHINGTON 98660
TELEPHONE 206 · 695 · 1383

October 12, 1973

Anderson-Hannan, Rogers and Matich
P.O. Box 390
Colton, California 92324
Attention: Mr. Jack Matich

Subject: Hubbard - Woodburn Section
OSHD Contract No. 7963

Gentlemen:

In accordance with the verbal request made by Mr. Jack Matich on October 10, 1973, we are enclosing our estimate of costs in the amount of $52,220.00 to relocate, store and reinstall the existing unembedded reinforcing steel on the above subject project.

Please advise if we can be of further service.

Very Truly Yours,

GILMORE STEEL CONTRACTORS

Charles M. Hunt
Contract Coordinator

CMH:na
encls

NOTED
L. L. [illegible]

GILMORE STEEL CONTRACTORS
Vancouver, Washington

REMOVE, STORE & REPLACE REBAR
WOODBURN-HUBBARD
OSHD CONTRACT 7963

Cost Summary

Item 1	Mobilization and Preparatory	$ 1,682.00
Item 2	Untie and Bundle 507,000#	12,480.00
Item 3	Load, Haul, Store 710,000#	4,693.00
Item 4	Weather Protection	300.00
Item 5	Mob for Spring	260.00
Item 6	Load, Haul and Scatter 710,000#	4,693.00
Item 7	Install 507,000#	16,973.00
Item 8	Cleanup & Disposal	200.00
	TOTAL DIRECT COST	$41,281.00
	Overhead & Supervision 15%	6,192.00
		$47,473.00
	Profit at 10%	4,747.00
	TOTAL PROPOSAL	$52,220.00

GILMORE STEEL CONTRACTORS
Vancouver, Washington

WOODBURN-HUBBARD
OSHD Contract 7963

Propose to Remove, Store, and Reinstall rebar to accomodate Contractor's revised schedule:

1. MOBILIZATION AND PREPARATORY WORK:

Crew:

1 - Foreman	$10.24	
2 - Ironworkers @ 9.74	19.48	
1 - Teamster and Truck	20.25	
1 - Pickup	2.80	
Hourly Crew Cost	$52.74	

Figure above crew for one day to layout storage area and lay dunnage 8 hours @ $52.74/hour $ 422.00

For Dunnage, use 6x6's 10' @ 10'c-c = 7 per load
For 16 loads = 112 ea = 3,360 FBM @ $375.00/1000 FBM 1,260.00

TOTAL ITEM NO. 1 $1,682.00

2. UNTIE AND BUNDLE:

10,100 L.F., I 507,000#
Crew:

1 - Foreman	$10.24
4 - Ironworkers @ 9.74	38.96
1 - Pickup	2.80
1 - Flagman	8.00
Hourly Crew Cost	$60.00

Figure 2 Ton per man day production
Crew production = 10 Ton per day
Time required = 25 Days

Cost = $60.00/hr x 25 x 8	$12,000.00
Small Tools & Misc Supply @ 4%	480.00
TOTAL ITEM NO. 2	$12,480.00

3. LOAD, HAUL & STORE (Item 2, 507,000 + 203,000 scattered in bundles)

Crew:

1 - 15 Ton Grove & Operator	$ 32.00	
1 - Truck with Driver	20.25	
4 - Riggers @ 9.74	38.96	
1 - Foreman	10.24	
1 - Pickup	2.80	
1 - Flagman	8.00	
Hourly Crew Cost	$112.25	

Figure three loads per day
Five days required 40 hours x 112.25 = $4,490.00
Extra truck time, 1 hour a.m., 1 hour p.m. to and from town each day = 10 hrs @ 20.25 203.00

TOTAL ITEM NO. 3 $4,693.00

4. WEATHER PROTECTION:

Crew:

1 - Foreman	$10.25
2 - Ironworkers @ 9.74	19.48
1 - Pickup	2.80
Hourly Crew Cost	$32.53

Figure one day to wrap and tie with Visqueen

8 hours	x	$32.25	=	$260.00
Visqueen				40.00

TOTAL ITEM NO. 4 $300.00

SUBTOTAL ITEMS 1 THROUGH 4 $19,155.00

5. PREPARE FOR SPRING PLACING:

Same as Item no. 4, except material	$260.00

6. LOAD, HAUL AND SCATTER

Same as Item no. 3	$4,693.00

7. REPLACE 10,100 L.F. ON CHAIRS AND TIED (507,000#)

Same crew as Item no. 2 @ 3000#/man day = 34 days required	
Cost = 24 x 8 x $60.00/hour	$16,320.00
Small tools and misc supply 4%	653.00
TOTAL ITEM NO. 7	$16,973.00

8. CLEANUP AND DISPOSAL OF DUNNAGE VISQUEEN

Item no. 1 crew for 4 hours,	$200.00
SUBTOTAL ITEMS 5 THROUGH 8	$22,126.00
TOTAL DIRECT COST	$41,281.00

1607

October 15, 1973

TO Glen L. Creen, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Hubbard Int.-Woodburn Int. Section
Pacific Highway
Oregon Project No. I-5-5(52)274

The subject project was awarded February 17, 1972 with three specified completion dates for the various portions of the work: Phase "a" had a specified completion date of November 30, 1972 and was completed January 25, 1973 for a 56-day overrun; Phase "b", stage 1 roadbed and three overcrossing structures, had a specified completion date of April 30, 1973 and was completed prior to that on April 9; Phase "c", the overall project, has a specified completion date of November 30, 1973. A request to extend the overall completion date for other reasons was recently sent to you.

The contractor has requested an 84-day extension of time for Phase "a" without assessment of liquidated damages. The five reasons cited relate to extra work items (69 days), a strike in 1972 (2 days), and suspension of work orders issued for public safety during holiday periods (13 days).

Extra work items related to application of deck waterproofing membrane required eight days and are covered by Price Agreement No. 22 in the amount of $36,027 and Extra Work Order No. 13 in the amount of $2,000. These eight days should be expanded by 7/5ths, or to eleven days.

A strike on June 13 and 14, 1972 by the Operating Engineers Union Local No. 701 probably delayed the project. Although the job was not completely shut down, production was slowed by the walkout. Total project employment was approximately sixty when the walkout occurred. An extension of two days is recommended for this delay.

The contractor was issued suspension of work orders for public safety during three holiday periods prior to the completion of Phase "a". The total time covered by these suspension of work orders was 11½ days, but splitting half days is not practical, so thirteen days is recommended. This is over weekends so no expansion is required.

The total recommended extension of time for Phase "a" then amounts to 26 days. This would establish a revised specified completion date of December 26, 1972 leaving 30 days' liquidated damages in effect. Your concurrence is requested.

The contractor's request relates only to the early Phase "a" time. The stop work and strike time could also apply to the overall "c" completion, but since we have already submitted a seven months' extension request on it, we are not requesting further change in Phase "c" at this time.

JAB:WBR:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 15, 1973

TO C. W. Head Vince Gallagher
John Bond John Herr

FROM Vernon E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contract 7693
~~J. C. Compton~~
Andersen - Hamman - Rogers - Match

Treasurer's Receipt No. 918 (T.C.D. No. 168849) in the amount of $414,438.66 has been deposited with the Treasurer.

This deposit replaces the following:

Treas. Rec. #	T.C.D. #	Amount
544	148987	168,775.46
608	150927	100,000.00
791	158059	100,000.00

Increase resulting from the deposit is $45,663.20.

A carbon copy of the original Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

RJH:kmb
Attachments

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 918

SAFEKEEPING RECEIPT

Received for Account of Andersen-Hannan-Rogers-Matich
3427 N.E. Halsey St.
Portland, Oregen

Date October 12, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Portland Oregon Dated October 9, 1973 Due Jan. 7, 1974 7.75%	168849	1	414,438.66				414,438.66
							414,438.66

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693
ORS 279.575

Authority

Countersigned by [signature] Deputy Cashier

[signature]
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 12, 1973

Anderson-Hannan-Rogers-Matich
3427 N. E.Halsey Street
Portland, Oregon

Gentlemen:

Please find enclosed State Treasury Safekeeping Receipt No. 918, dated October 12, 1973 in the amount of $414,438.66 covering Time Certificate of Deposit No. 168849 drawn on the First National Bank of Oregon, Portland, Oregon, due January 7, 1974.

This Time Certificate of Deposit replaces the following which have matured:

Number	Amount	Due Date
158059	$100,000.00	10-9-73
150927	100,000.00	10-9-73
148987	168,775.46	10-9-73

Very truly yours,

JAMES A. REDDEN, State Treasurer

By
Merle Crowe, Cashier

mt/mc
enclosure

cc: State Highway Division (Dick Hacek)

COPY

7693 C

~~Bk Oct 10~~

OREGON STATE HIGHWAY DIVISION

P.O. Box 272
Woodburn, Oregon 97071
October 3, 1973

NOTED
H. S. COULTER

Andersen-Hannan, Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

Re: Hubbard Intchg - Woodburn Intchg
Pacific Highway
Contract 7693

Attention: Mr. Robert Hafstad
Project Manager

Dear Sir:

This is to remind you that during a meeting in Mr. A.E. Johnson's office on August 31, it was agreed that another meeting with all attending would be held at 10:00 am, Wednesday, October 10, in the Regional Conference Room, East Salem Highway Building at 2960 East State Street, Salem.

noted ja.

Sincerely,

James E. Chaney
Resident Engineer

cc: Mr. H.A. Andersen
H.A. Andersen Company
P.O. Box 13367
Portland, Oregon 97213

Mr. W.R. Rogers
Rogers Construction Company
P.O. Box 16537
Portland, Oregon 97213

Mr. J.N. Matich
Matich Corporation
P.O. Box 390
Colton, California 92324

Mr. Pete Idlewine
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

A.E. Johnson
H.S. Coulter ✓
C.T. Keasey
C.O. Fredrickson
Warren Mueller

File

10-12-73
Further No, PCC paving will be performed this season. HSC

RECEIVED
OCT 4 1973
Office of Assistant State Highway Engineer

FORM E-30 50M 3-65 SP*0470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071
October 8, 1973

To: Memo to the File

SUBJECT: Hubbard Intchge. - Woodburn Intchge.
Contract No. 7693
Meeting of October 5, 1973

On Friday October 5, 1973 at 7:30 AM a meeting of the following personnel was held at the regional office; Scott Coulter, Bryant Jackmond, John Bond, C.C. Fredrickson, G. Wimer, Lynn McKibber, James Chaney and Warren Mueller.

A question was asked if the remaining 2¾ miles of P.C.C. northbound could be paved with the use of ready mix trucks. Yes, it could but it would be slow. The possibility of use of wet batch from Winzer Island using Parsons Premix plant was discussed, the aggregate must be hauled from Winzer Island anyway. The trucks would be limited to legal loads, probably 6 yards, in order to meet the county road load limits. The distance is about 17 miles or 34 miles round trip.

Handling of traffic was discussed. If the reinforcement is removed and a temporary ramp constructed at the end of the P.C.C. N.B. at sta. 1007, then a temporary ramp would have to be installed on the side in order for traffic to return to the Stage II during paving. With the contractor promised an extension to July 1, he has no incentive to complete the paving before then. Therefore, we are faced with removing the reinforcement and constructing two ramps. The cost of removing

existing rebar and what to do with it, store or dispose, was discussed. There is a possibility of storing it at the south borrow area or on the right shoulder of the stage II. The rebar is usable at present but without proper care it will be too rusty to use this spring and would be only good as scrap. The payment of costs for the rebar removal is a part of the contractor's responsibility to the public and although we feel this to be true, it is doubtful that we will be able to make the contractor assume this responsibility as he can claim that the strike caused him to be unable to complete the work.

We are in the dark,until we can meet with the contractor on the 10th, as to what his schedule will be. We need his schedule so we can plan our work for the winter and next year.

E.E.O. compliance was discussed. There is nothing we can do at present since the contractor will have time to comply after he receives the formal statement of non-compliance from the State.

It was thought that A.C. paving at the north end could be done now but this is not possible due to the moving of barricades and the objectionable ramps in the stage II traffic pattern.

The stage construction was discussed with that portion of the 12' lanes between the ramps at Fargo Road being constructed before the main paving is done. There seemed to be no objection to this if the contractor so elects.

The signing of the temporary ramps at Fargo Road as shown on the plans leaves much to be desired and will probably have to be revised.

The traffic speed signs are at present 50 mph black on white. We have on extra work required the contractor to furnish Construction Speed 60 mph black on orange with hand poles and clips so that they can cover the Speed 50 signs. There is some discussion that these signs should be 65 mph, maybe black on white. There was no discussion on which sign to use.

The contractor has many claims pending which he will probably want to discuss. Many of these have been submitted to him in the form of Price Agreements and have not been returned or are in the Salem office pending approval. One claim is the cost of reinforcement removal which was ordered by the Governor, who told Mr. Anderson that it was his responsibility and it was to be at no cost to the State.

The temporary median lighting was discussed. It was the opinion of some that the poles should be removed with the change in traffic to the new pavement. It was also pointed out that had we not had an energy crisis the poles would have been left until the end of the project. It was decided that the contractor be given the option that he can remove them with the change in traffic or wait until next year. The poles should be left in the areas of the overcrossing structures and at the south end where the paving is not complete.

Traffic across the overcrossing structures will have a narrow shoulder on the left with the GM rail appearing to jump out at them.. That could result in a shying action. Leaving two poles with luminaires at this area was suggested and it was asked if maybe four poles would give a better pattern. We do not want any shadows on the rail face. 25 watt yellow lights, reflectors, paint and etc. were suggested to delineate the barrier. The lane width across the structure was discussed and Mr. Coulter insisted that the lanes be 12 feet. They might be narrowed or moved right at the structure with ~~tape~~ buttons. Signing of the structure Narrow Bridge etc. was discussed.

The contractor's payrolls are a problem. During the strike he paid to have laborers replace the reinforcement. They did tie the reinforcement and it is the opinion of the State that this is Ironworkers work and these people should be paid at that rate. Where he did the work in Eastern Oregon they used special clips to hold the longitudinal bars in place. There was much discussion as to how to get the contractor to comply with needed payroll information. Holding the entire estimate was considered too severe, and it was thought that perhaps 25% of the amount or $10,000 with $10,000 each month accumlative was more in line. It was pointed out that this did not really put any pressure on the contractor since almost all monies earned are from work of sub-contractors.

The P.A. for added AC shoulder width was discussed and that the contractor had not signed the P.A.. Jim will rewrite or add to it to make it more clear.

Empire Prestress' claim on extra reinforcement was discussed and Mr. Wimer can not see why, after the meeting we had,that it had not been signed by the contractor.

The meeting adjurned at 12 noon.

Warren E. Mueller
Resident Engineer

7693

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 4, 1973

TO MEMO TO THE FILE

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT ~~Wilsonville-Hubbard Section~~ Hubbard-Woodburn
Interstate 5

On Friday, August 31 a meeting was held in the State Highway Engineer's office regarding the Wilsonville-Hubbard Section of I-5, with the following present:

H. A. Andersen, H. A. Andersen Company
R. S. Everett, H. A. Andersen Company
Bob Hafstad, Andersen-Hannan
Pete Idlewine, Cascade Construction Company
J. N. Matich, Matich Corporation
W. R. Rogers, Rogers Construction Company
George Schweizer, Rogers Construction Company
A. E. Johnson, Deputy State Highway Engineer
John Bond, Construction Section, Oregon State Highway Division
John Walker, Construction Section, " " " "
Chuck Fredrickson, Regional Engineer " " " "
Jerry Wimer, Asst. Regional Engineer " " " "
Jim Chaney, Resident Engineer " " "
Warren Mueller, Resident Bridge Engineer " " "

The purpose of this meeting was to discuss rescheduling of operations after the strike situation of the current season.

Mr. Matich gave the following schedule: He will move back paving equipment approximately October 15 and estimates 20 workdays of paving to complete the PCC. There will be 5 work days required for switching of traffic, et cetera. The paving operation by Cascade will require 25 days, 15 of which will extend past the PCC paving operations and, without delays by weather, he estimates completion could be approximately December 15.

The question of liquidated damages was brought up and I gave assurance to the contractors that we would entertain

a price agreement immediately to extend the completion to July 1, 1974 which would eliminate all necessity for liquidated damages until then and if the project were not completed at that time or if it appeared about June that the project would not be completed until then, we would entertain a request for a subsequent extension. This being based on assurance that the contractors would prosecute their work every workable day and give their best effort toward completion as soon as possible.

The matter of payment for additional work on widening the shoulder was discussed. The Region indicated they had had agreement that the contractors would provide the extra base rock and AC at bid prices and had issued an extra work order for the preparation for the additional work.

The contractors pointed out there would be extra costs involved such as lighting, overhead, additional flagging, and so forth. It was agreed the contractors would assemble their extra costs and submit them for our consideration but would not let paper work interfere with going ahead with the work.

It was agreed that the extra shoulder widening should proceed immediately and that we would not consider costs of removal of the extra width at this time but would consider it at a later time when it was determined removal was required.

The Region was instructed to negotiate with Ball Company for a disposal area for the extra shoulder material in the event it is necessary for removal, so the contractors can have a basis for estimating costs.

We agreed that if traffic is shifted onto the PCC concrete and is operating under safe driving conditions, the temporary lights would be turned out and, if possible, we will remove the poles prior to winter so the median area would not be damaged next spring by pole removal.

The decision concerning putting traffic on the new shoulders and PCC is to be made as soon as the shoulder paving is completed, estimated to be in the vicinity of October 1.

Mr. Matich said that about September 17 or 18 he would start the necessary grinding of the PCC and at that time would remove the 300 plus square feet of concrete requiring removal and re-pour by transit mix.

It was agreed that another meeting with all attending would be held at 10 a.m., Wednesday, October 10, in the Regional Conference Room in the East Salem Highway Building at 2960 East State Street.

AEJ:ja

cc Mr. H. A. Andersen
H. A. Andersen Company
P. O. Box 13367
Portland, OR 97213

Mr. Bob Hafstad
Andersen-Hannan
P. O. Box 13367
Portland, OR 97213

Mr. Pete Idlewine
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Mr. J. N. Matich
Matich Corporation
P. O. Box 390
Colton, CA 92324

Mr. W. R. Rogers
Rogers Construction Company
P. O. Box 16537
Portland, OR 97216

F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Jim Chaney
Warren Mueller

NOTED
U. S. WIDMER

RECEIVED
OCT 11 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Andersen-Hannan-Rogers-Matich
3427 N.E. Halsey Street
Portland, OR 97213

October 10, 1973

Re: Hubbard Interchange-Woodburn
Interchange Section
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
On-The-Job Training

Gentlemen:

Rogers Construction Company has sent their terminated Laborer trainee, Alan G. Hironaka, a completion certificate, but did not list the type of training and number of hours satisfactorily completed.

This is a training program requirement. Please provide this information to the trainee. A copy of this action should be sent to the Resident Engineer, James Chaney.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer
J. L. Widmer
Assistant EEO Officer

JLW:fr

bc: H. S. Coulter
Gene Huntley
C. O. Fredrickson
James Chaney

E-123

7693

October 4, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(52)74

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 27

Project Hubbard Intchge.-Woodburn Intchge.

Highway Pacific

County Marion and Clackamas

The order covers grinding concrete surfaces. This work is necessary due to an engineering error in establishing grades for the 20-foot impact panel at station 707. The error was not discovered until after the panel had been poured and grades were being set for the adjacent panel. The grinding is required to provide a smooth-riding surface at the joint.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 27, 1973.

Your approval as of September 27, 1973 is requested.

Attach.

JK:js

7675

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 27, 1973

Carol F. Branch
8639 N. Olympia
Portland, Oregon 97203

Dear Ms. Branch:

Subject: Signing on I-5- Hubbard Intrchg.
Woodburn Intrchg. Section

Thank you for your letter of September 19, 1973. The signing which you refer to was placed on this section of Highway by the Highway Division in an attempt to obtain voluntary compliance by the traveling public with the speed restrictions which were imposed on this section in the interest of safety. We felt that a courteous request would do more good than the statuatory speed signs which are also installed. The signs have attracted considerable attention and elicited much favorable comment. Although the suggestion to put the signs in place was a joint effort between the Highway Administration, the Region Office and the Traffic Section, the legends were developed by our Region Traffic Engineer and a great deal of the credit for their success should go to him.

We hope that the success of these signs will make their use on other sections of highway construction advisable and hope that a cooperative effort between the Highway Division and the traveling public will make these sections safer to drive during the construction phase. Thank you for your favorable comment.

Yours very truly,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION ENGINEER

RECEIVED
SEP 28 1973
Office of
Assistant State Highway Engineer

COF:lb

cc: H. S. Coulter
John Early

PORTLAND PUBLIC SCHOOLS

REGION 2 ENGINEER
RECEIVED
SEP 25 1973
RE RME RME RME
DLE GEO TA FILE

Oregon State Highway Com.
5831 N.E. Glisan
Portland, Oregon 97230

Sept. 19, 1973

Dear Sirs:

This summer while driving south of Portland on Interstate 5, I observed an unusually pleasant sight. As I approached an area of the freeway which was undergoing repairs, there was posted a sign requesting drivers to slow their vehicles. This in itself was not unusual, but it's wording was. It asked: Please slow down, We wouldn't ask if it wasn't important.

As a student driver I was very impressed Usually one does not encounter such courtesy in a sign, which indicates that the person whose idea it was is really concerned whether or not the driver responds to the request.

It's refreshing to see a human touch when automobiles and impersonalities prevail. So, why not more. Perhaps the use of the word "please" in more signs would encourage drivers to take the warning seriously. Also the different coloring of the sign would draw a driver's attention to it, as it did mine in this particular instance.

I appreciate these innovations quite strongly, as they tend to make freeway driving for long distances, less of a tedious and monotonous task.

Please continue your excellent improvements.

Sincerely,
Carol J. Branch
8639 N. Olympia
Portland, Oregon 97203

METRO ENGINEER
RECEIVED
SEP 13
ME AME A MTE

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1973

SUBJECT: CRPCC Pavement Reinforcement
Removal and Installation
Hubbard Int.-Woodburn Int. Section
Pacific Highway (I-5)
Contract No. 7693

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

In response to your note on my letter to you of September 13, I asked John Bond to review the contract specifications on the subject project with regard to the contractor's obligations in the matter of removal and reinstallation of the reinforcing steel.

Mr. Bond's analysis is attached, together with my original letter of September 13. This analysis clearly indicates to me that we have no legal obligation under the contract to reimburse the contractor for the cost of removal and replacement of the reinforcing steel.

I do not feel, either, that we have any moral obligation to assist the contractor in this expense. Had he left his plant and paving train on the project and resumed paving immediately after the conclusion of the strikes, I might have leaned toward some assistance. However, his seeming disregard for the safety and convenience of the motoring public and his failure to resume work promptly following the strike leave me with no feeling of any moral obligation.

I therefore recommend strongly that his claim for payment for removal and reinstallation of the reinforcing steel be denied.

RECEIVED
SEP 26 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.

10-12-73
REFER TO
Region 2
BY ASST. STATE HWY. ENGR.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 25, 1973

SUBJECT: Hubbard Int.-Woodburn Int. Section
Contract No. 7693
PCC Steel

To: MEMO TO THE FILES

FROM: John A. Bond
Construction Administration Engineer

The question is raised as to the responsibility for removal of PCC reinforcing steel and its later re-installation because of the strike interruption of concrete paving.

I believe the word "strike" appears in the specs only with respect to contract time under 108.08 wherein strike time is by definition excluded. The word is not in the specification index and to my knowledge is not used elsewhere in the specs. They are probably deliberately silent. To be otherwise, the State would run more risk of being partisan to one side or the other; that is, to the contractor or a union in a labor dispute. It is probably the State's intent to try to stay neutral.

In some other situations involving delays to the project, the specs are very clear that the only adjustment due the contractor is additional time (108.09) "It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor", and under 108.13, Right of Way and Access Delays "The consideration of an adjustment in contract time shall constitute the contractor's sole remedy therefor." A strike might be construed to be an "interference" under 108.03, but I don't believe this section contributes much towards an answer on the subject question. It is also arguable whether a strike is really beyond the control of the contractor.

The central issue here is public safety and convenience (107.18) "The contractor shall at all times so conduct his work as to insure the least possible obstruction or hazard to traffic." To accomplish this on this project, it required that the remaining steel be picked up, which in turn means it later has to be reinstalled. When the steel was removed, the duration of the strike was unknown, and even more important, the duration of the concrete paving interruption was unknown. The latter turns out to be much longer than just the strike time. The concrete paving has still not resumed over a month after the strike was over.

Another aspect of the steel removal is related to the contractor's responsibility for work (107.25). By removing the steel, it is not being damaged by traffic accidents. In other words, damage to the work (steel) is not occurring because the steel has been removed, and thereby the contractor must be enjoying some small benefit. In case of suspension of work "from any cause whatever" (surely this includes strikes), the contractor shall be responsible for the project and shall take such precautions as may be necessary to prevent damage to the project.... at his expense."

The contractor has not stated a basis but will probably argue that removal of the steel is a maintenance matter, because the State has already made concessions in that area and two specifications (104.05b and 108.07b) provide for traffic maintenance by the State under certain conditions. Suspension due to a strike is not one of the stated causes for the State to accept maintenance however. Furthermore, this section includes a "waiver of claims" provision. "Maintenance during suspension" (108.07) only specifically covers the State assuming maintenance responsibility for a suspension "due to winter seasonal conditions". I don't believe the removal of the steel is technically a traffic maintenance matter anyway. It was for the public safety and convenience as discussed above and is the contractor's obligation. His sole remedy for the strike is added time to complete the project.

The worst point against the State may be failure to comply with 108.12 which requires three days written notice to the contractor.

JAB:fw

cc C. G. Swenson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
September 13, 1973

To: H. S. Coulter
Asst. State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

SUBJECT: C.R.P.C.C. Pavement Reinforcement
Removal and Reinstallation
Hubbard Int.-Woodburn Int. Section
Pacific Highway (I-5)
Contract No. 7693

During the early stages of the Equipment Operators' strike, the matter of removal of the steel reinforcement adjacent to the travelled lanes on the subject project was discussed at a meeting involving Mr. Matich, Mr. Klaboe and Governor McCall.

this is correct

It has been our understanding that Governor McCall told Mr. Matich to remove the steel reinforcement and that the cost of removal and replacement was to be borne by the contractor.

Mr. Matich has now submitted bills for the cost of part of this work and is expected to submit further billings for the balance when it is completed.

Please inform me as to the responsibility for payment of these costs.

CTK:fr

cc: C. O. Fredrickson

RECEIVED
SEP 13 1973
Office of
Assistant State Highway Engineer

9-14-73 Keasey
Submit ~~report~~ report indicating what you think our legal or moral responsibility is on payment of these costs. —

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 11, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT PC Steel Removal and Replacement
Hubbard Int.-Woodburn Sec.
Contract 7693

Attached is an August 29, 1973 letter from M. A. Matich transmitting Force Account records for removing and relaying portions of the reinforcing steel. The present billing only covers the center southbound lane, south of what had been paved through June 1, 1973. The billing totals $9,041.11. Projecting onto what remains on the northbound lanes, this billing could exceed $15,000.00.

Resident Engineer Jim Chaney had estimated a total contractor cost of $10,000.00. He, however, had not personally ordered the steel removal. This was negotiated at higher level. We are uncertain of the terms of the negotiation. Can you ascertain these terms and conditions for us. In other words, is this a legitimate billing for which an Extra Work Order should be issued?

Also attached is a copy of Mr. Chaney's September 10, 1973 transmittal letter and inquiry.

GW/jc

Attachs.

cc: Jim Chaney

Routing
Keasey
Hurdt
Johnson
Walker
Glenn
Berg

RECEIVED
SEP 12 1973
CONSTRUCTION SECTION

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

RECEIVED
SEP 10 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

DATE September 10, 1973

TO C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer

SUBJECT

Hubbard Int.-Woodburn Int.
Contract No. 7693
Matich Corporation's Claim
Reinforcement Steel Removal and Replacement

Attached is a copy of a letter from Matich Corporation wherein they are requesting reimbursement for the removal and replacement of reinforcement steel.

Copies of the billing are not enclosed. They have not yet been checked for accuracy.

The amount of the current billing is $9,041.11. This bill covers the removal and the replacement on the southbound lanes only. The bill does not cover the cost of steel replacement on the northbound lanes.

Could you verify that my understanding is that we will not make reimbursement.

JEC/jg

Attachment: Matich Corporation's letter,
Dated August 29, 1973

cc: File

MATICH CORPORATION * General Contractors

MATICH BROTHERS
MATICH CONSTRUCTORS

YARD AND OFFICE:
350 West Valley Boulevard
Rialto, California 92376
MAILING ADDRESS:
P.O Box 390
Colton, California 92324
Telephone (714) 877-2100

August 29, 1973

Oregon State Highway Department
P. O. Box 272
Woodburn, Oregon 97071

Att: Mr. James E. Chaney

Ref: Hubbard/Woodburn Interchanges
Contract No. 7693

Gentlemen:

Enclosed is the Force Account Statement for work done to date to remove and relay portions of the reinforcing for Portland Cement Concrete , as ordered by the Engineer on June 8, 1973. Your early attention to this matter will be greatly appreciated.

Very truly yours,

Matich Corporation

By M. A. Matich
M. A. Matich

MAM:bb
Encl.
cc: Andersen-Hannan

#1693

September 24, 1973

Ms. Ruth Gangwish
Box B
Kirkland, WA 98033

Dear Ms. Gangwish:

You are correct about the use of "weren't" on the overhead sign on Interstate 5 near Woodburn. Our grammatical error has been called to our attention, which is gratifying, in a way, as it lets us know people do read the signs. Our primary concern in highway signing is safety and information for motorists.

It would cost several hundred dollars to correct the error, and I hope you agree with me that the money can be better spent in ways to alert motorists to possible hazards.

Thank you for writing.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
L. E. George

ms dpy

FROM THE DESK OF RUTH GANGWISH

Box B, Kirkland, Washington 98033
September 14, 1973

Dear Sir:

During the month of August, our family traveled on Interstate 5 through Oregon. In both the north bound and south bound lanes through the construction area between Portland and Salem, large signs were posted above the lanes as follows (as best that I can remember):

IF IT WASN'T IMPORTANT, WE WOULDN'T ASK

We were surprised to see this grammatical error in such a prominent place. All of my textbooks and handbooks on the good usage of the English language indicate that "weren't" would have been the proper word to use. I am sure that many other tourists whose livelihoods depend on communication noticed this.

Here's to more accurate communication!

RECEIVED
STATE HWY ENGR
SEP 17 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7693

OREGON STATE HIGHWAY DIVISION

Andersen-Hannan-Rogers-Matich
P.O. Box 13367
Portland, OR 97213

September 24, 1973

Re: Hubbard Int.-Woodburn Int.
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
EEO Compliance Review

Gentlemen:

This is to confirm the change in location of our EEO compliance review per Bob Rogers' telephone request.

Due to lack of space at your project office in Aurora, the compliance review of September 27, 1973 will be held at the office of H. A. Andersen, 3427 N.E. Halsey Street in Portland at 9:00 AM.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: Bob Hafstad, Project Manager

bc: Glen L. Green (2)
H. S. Coulter
Gene Huntley
C. O. Fredrickson
James E. Chaney

NOTED
H.S.COULTER

RECEIVED
SEP 24 1973
Office of
Assistant State Highway Engineer

E-123

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE September 18, 1973

TO H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

FROM Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Fabian Bell Accident
Hubbard Interchange-Woodburn Section

Your September 13, 1973 memo said, "take appropriate action." This was with respect to our investigator, David Bettee's statement based on information from Mr. Bell that "the trucks right wheel caught the lip of the pavement and was pulled into the ditch."

A personal inspection has been made. The planned temporary approximate 3:1 rock slope backs up this temporary pavement edge. The plan was followed with a minor over-building of the rock slope throughout the project. There is no lip except the one created by the truck leaving the highway pavement. That damage has apparently already been repaired.

GWW/elk
cc: C. T. Keasey
Jim Chaney

Note to Jim Chaney: Please continue to review the project and have repairs made wherever an accident occurs so that roadway hazards as a result of one accident will not be the cause for another accident.

RECEIVED
SEP 19 1973
Office of
Assistant State Highway Engineer

9-20-73
by A E Johnson

7693

September 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 26

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

County Marion and Clackamas

The order covers preparation of the subgrade for temporary widening of the median shoulder. This is a portion of the work which is necessary for maintenance of traffic during the winter months. Base and surfacing will be covered under additional orders.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 12, 1973.

Your approval as of September 12, 1973 is requested.

Attach.

JK:dgk

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 7, 1973

Andersen-Hannan-Rogers-Matich
P.O. Box 13367
Portland, OR 97213

Attention: Arland Andersen
EEO Officer

Re: Hubbard Interchange-Woodburn Interchange
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
EEO Compliance Review

Gentlemen:

To confirm my September 5 telephone conversation with Bob Hafstad, Project Manager, an equal employment opportunity compliance review of your Organization will be held on September 27, 1973 at 9:00 AM at your project office at Aurora. This review will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will also attend this review. This review will cover your EEO activities since the FHWA review held July 25, 1972.

You and other Company officials who contribute to the Joint Venture's equal employment opportunity policy are expected to attend. Representatives of all subcontractors will not be required to attend - only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.
2. All documentation of your contacts with labor organizations or other employment sources, particularly regarding obtaining minority employees and subcontractors.
3. List of all subcontractors and sub-subcontractors with subcontracts in excess of $10,000.00.
4. List of all material suppliers, including those of subcontractors, furnishing materials in excess of $10,000.00.

RECEIVED
SEP 10 1973
Office of
Assistant State Highway Engineer

5. Employment statistics for a current workweek. In order to coordinate this data with that of your subcontractors, it is recommended that the employment for the workweek ending August 31, 1973 be shown. These are to be broken down to indicate:

   (a) Employment for this project only.
   (b) Total employment of your firm (Home office employment) on all work in Oregon, both Federal-aid and non-Federal-aid, for this workweek.
   Racial identification of each employee must be shown.

6. A list of all employees hired within the last 60 days on this contract showing:
   (a) Employee's name.
   (b) Racial identification.
   (c) Job classification and craft.
   (d) Wage rate paid.
   (e) Date hired.

For your information, we are attaching copies of the following:
   (a) Interim Construction Contract Equal Opportunity Compliance Procedures, I.M. 40-2-72.
   (b) Compliance Data Report, Form FHWA-86.

It is anticipated that it will require 2 to 3 hours to review your records and review your compliance with all phases of the EEO contract requirements. This will be followed by an inspection of the project and employee interviews.

If you have any questions, please feel free to contact us.

Very truly yours,

C. T. Keasey
Construction Engineer

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments
cc: Bob Hafstad, Project Manager

bc: Glen L. Green (2)
H. S. Coulter
Gene Huntley
C. O. Fredrickson
James E. Chaney

7693

5

September 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Price Agreement No. 27

Project Hubbard Intchge.-Woodburn Intchge.

Highway Pacific

Counties Marion and Clackamas

This agreement covers settlement of a claim for furnishing, installing, maintaining, removing and disposing of 36 "Speed 50" signs. This includes complete payment for costs to cover and uncover these signs from the date of installation to May 11, 1973. Any additional compensation for future covering or uncovering will be considered under extra work. This settlement is necessary due to the ambiguity of the plans relating to placement of these signs.

Attached are copies of letters from the Regional Construction Engineer and the Legal Counsel along with a memo from the Construction Administration Engineer and the cost justification.

This settlement was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 9, 1973.

Your approval as of May 9, 1973 is requested.

Attach.

JK:dg

7693

5

NOTED ON CARD
8-31-73

August 31, 1973

Ruffing & Ruffing, Inc.
13800 S. E. 152nd Drive
Clackamas, Oregon 97015

Attention: Daniel M. Ruffing

Gentlemen:

This is to acknowledge your letter of August 27, 1973, informing us that your claim against Matich Corporation has been paid in full in the amount of $2,685.38.

We will notify all interested parties that this claim against Contract No. 7693 has been satisfied.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:ks

cc Andersen, Hannan, Rogers & Matich
Matich Corporation
General Insurance Co. of America
Travelers Indemnity Company

RUFFING & RUFFING, INC.
13800 S.E. 152nd DRIVE – CLACKAMAS, OREGON 97015
658-3559

August 27, 1973

Russ
File-ackn
Cec

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. C. W. Head, Manager

Gentlemen:

We are writing to inform you that Matich Corporation has paid us in full for truck rental in the amount of $2,685.38 for work done under the Andersen, Hannan, Rogers and Matich Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Yours very truly,

RUFFING & RUFFING INC.

Daniel M. Ruffing

Daniel M. Ruffing

DMR:ap
cc Matich Corporation

RECEIVED
AUG 30 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C W HEAD

MATICH CORPORATION * *General Contractors*

MATICH BROTHERS
MATICH CONSTRUCTORS

YARD AND OFFICE:
350 West Valley Boulevard
Rialto, California 92376
MAILING ADDRESS:
P.O Box 390
Colton, California 92324
Telephone (714) 877-2100

August 24, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: C. W. Head

Re: Your letter dated August 17, 1973, addressed to Daniel M. Ruffing, concerning truck rental in the amount of $2,685.38

Gentlemen:

The above described billing from Ruffing and Ruffing, Inc. had been paid by our company with the exception of $41.25, because of discrepancies in hours worked. Ruffing and Ruffing subsequently sent us back-up tickets to support the questioned hours. The $41.25 has now been paid.

If there are any questions concerning the above, contact me.

Very truly yours,

MATICH CORPORATION

James L. Soren

JAMES L. SOREN
Controller

cc: H. A. Anderson Co.
Rowsey Agency

JLS:lgc

RECEIVED
AUG 28 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7613

File No. 4820

OREGON STATE HIGHWAY DIVISION

FILED
AUG 20 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-21-73 KD

August 17, 1973

Ruffing and Ruffing, Inc.
13800 S. E. 152nd Drive
Clackamas, Oregon 97015

Attention: Daniel M. Ruffing

Gentlemen:

Mr. James Chaney, our Resident Engineer, has forwarded to us your claim letter which states that Matich Corporation owes you for truck rental in the amount of $2,685.38.

From the description given in your letter, this appears to be in reference to the Andersen, Hannan, Rogers and Matich Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The General Insurance Company of America and Travelers Indemnity Company furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the sureties of the receipt of your claim letter and we will also forward it to the Secretary of State for filing. Filing your claim with the Secretary of State will protect it under the bond.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:fkn
cc Andersen, Hannan, Rogers & Matich
General Insurance Co. of America
Travelers Indemnity Company
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

8/20/73

E-123

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE August 15, 1973

TO Mr. Cecil W. Head, Manager
Administrative Services

FROM James E. Chaney
Resident Engineer

SUBJECT Hubbard Int.-Woodburn Int.
Contract 7693
Claim: Non-payment by Contractor

Attached herewith is a letter from Daniel Ruffing of Ruffing and Ruffing, Inc. establishing a claim against Matich Corporation for failure to pay for truck rental.

Very truly yours,

James E. Chaney
Resident Engineer

JEC/jg

cc: Region
File

RECEIVED
AUG 16 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

June 24, 1973

Oregon State Highway Department
P.O. Box 272
Woodburn, Oregon

Attehtion: Mr. Jim Chaney Resident Engineer

Re: O.S.H. Contract No.# 7693
Woodburn Section I-5

Dear sir;

Matich Corp. rented trucks from our firm in May 1973. This rental amounting to $2685.38 has not been paid.

This letter is to put the State of Oregon on notice that a lien will be placed on the project if this bill is not paid.

Thank you.

Yours truly

Daniel M. Ruffing
Ruffing & Ruffing Inc.
13800 S.E. 152nd Drive
Clackamas, Oregon 97015

CC: Oregon State Highway Commission
Matich Corporation
P.O. Box 340
Colton, Califonnia 92324

RECEIVED
AUG 16 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7693

NOTED ON CARD
8-28-73 ks

August 28, 1973

C. W. McCallen Construction Company
7885 S. W. Highway 217
Beaverton, Oregon 97005

#7693

Gentlemen:

This is to acknowledge your letter of August 24, informing us that your claim against Matich Construction Company has been paid in full.

Thank you for providing us with this information. We will notify all parties involved.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:ks

cc Andersen, Hannan, Rogers & Matich
General Insurance Co. of America
Travelers Indemnity Company

C. W. McCallen Construction Co.

7885 S. W. Highway 217 • • Beaverton, Oregon 97005
644-2108

Excavating Contractors

August 24, 1973

Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Atten: C.W. Head: Administrative Services

Dear Mr. Head;

Re your letter of Aug. 9th 1973, regarding the amount due our firm from Matich Construction Co.

We received payment in full from them today, for the work done on the Hubbard Inter-change Woodburn- Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

Thank you for your interest and cooperation in this matter.

Sincerely,

Bessie Mc Callen
Bessie Mc Callen

RECEIVED
AUG 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C W HEAD

7693

4818 C

5

OREGON STATE HIGHWAY DIVISION

FILED
AUG 10 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-20-73 KO

August 9, 1973

C. W. McCallen Construction Co.
7035 S. W. Highway 217
Beaverton, Oregon 97005

Gentlemen

This is to acknowledge receipt of your letter of August 6, 1973, informing us that Matich Construction Company owes you the amount of $11,552.32 for work and interest due.

From the description given in your letter, this appears to be in connection with the Andersen, Hannan, Rogers & Matich Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The General Insurance Co. of America, 1500 S. W. First, Portland, Oregon 97201 and The Travelers Indemnity Company, Fidelity & Surety Dept., 700 Main Street, Hartford, Connecticut 06108 are the sureties for this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc General Ins. Company of America
Travelers Indemnity Company
Andersen, Hannan, Rogers & Matich

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

RECEIVED
AUG 14 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

E-123

C. W. McCallen Construction Co.

7885 S. W. Highway 217 • • Beaverton, Oregon 97005
644-2108

Excavating Contractors

August 6, 1973

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Aurora-Donald Interchange

Gentlemen:

We performed work for Matich Construction Company on the Aurora-Donald Interchange. We have not received payment as to date. April statement was $6,152.27 and interest to date is $377.00, for a total of $6,529.77. May statement was $4,779.13 and interest to date is $218.30 for a total of $4,997.43. June statement was $24.38 and the interest to date is $0.74 for a total of $25.12. The total amount owed for April, May and June is $11,552.32.

If we do not receive full payment within ten (10) days, we will be forced to take legal action. Our Contract with Matich Construction Company calls for interest plus Attorney fees.

Thank you,

C. W. MC CALLEN CONSTRUCTION CO.

Cecil W. McCallen
Owner

cc: Mr. James Chaney
Resident Engineer
P. O. Box 272
Woodburn, Oregon 97071

Matich Construction Co.
P. O. Box 390
Colton, California 97071

RECEIVED
AUG 7 1973
HIGHWAY
ADMINISTRATIVE SERVICES

STATEMENT

C. W. McCallen Construction Co.

7905 S. W. Hall Blvd. • • Beaverton, Oregon 97005
644-2108

Excavating Contractors

June 30, 1973

Matich Construction Company
P. O. Box 215
Aurora, Oregon

JOB: I - 5

TERMS: Net 10 days - No Discount Allowed . 1% per month carrying charge on past due balance.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
6/1/73	1567	24.38		
			Total	$24.38
			Interest	.74
				$25.12

THANK YOU!

RECEIVED
AUG 7 1973
HIGHWAY
ADMINISTRATIVE SERVICES

STATEMENT

C. W. McCallen Construction Co.

7885 S. W. Highway 217 • • Beaverton, Oregon 97005
644-2108

Excavating Contractors

May 31, 1973

Matich Construction Company
P. O. Box 215
Aurora, Oregon

JOB: Interstate 5 at Woodburn

TERMS: Net 10 days - No Discount Allowed . 1% per month carrying charge on past due balance.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
5/1/73	1411	267.68		
5/2/73	1412	227.10		
5/3/73	1413	131.00		
5/4/73	1414	267.68		
5/7/73	1415	227.10		
5/8/73	1827	254.15		
5/9/73	1828	120.50		
5/10/73	1416	186.53		
5/11/73	1829	294.73		
5/14/73	1830	186.53		
5/17/73	1831	213.58		
5/18/73	1832	199.88		
5/21/73	1833	353.83		
5/22/73	1834	348.83		
5/23/73	1835	200.05		
5/24/73	1836	89.00		
5/25/73	1837	173.00		
5/26/73	1838	275.50		
5/29/73	1839	348.83		
5/30/73	1840	240.63		
5/31/73	1841	173.00		
			Total	4,779.13
			Interest	218.30
				$4,997.43

THANK YOU!

RECEIVED
AUG 7 1973
HIGHWAY
ADMINISTRATIVE SERVICES

STATEMENT

C. W McCallen Construction Co.

7885 S. W. Highway 217 • • Beaverton, Oregon 97005
644-2108

Excavating Contractors

April 30,1973

Mitich Construction Company
P. O. Box 215
Aurora, Oregon

JOB: Moving top soil

TERMS: Net 10 days - No Discount Allowed . 1% per month carrying charge on past due balance.

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
4/4/73	1401	1,257.98		
4/5/73	1402	646.13		
4/6/73	1403	744.20		
4/9/73	1404	205.00		
4/10/73	1405	205.00		
4/11/73	1406	380.80		
4/12/73	1407	378.00		
4/13/73	1408	278.00		
4/16/73	0662	57.70		
4/23/73	0663	307.00		
4/24/73	0664	378.00		
4/25/73	0665	378.00		
4/26/73	0666	522.83		
4/27/73	1409	173.00		
4/30/73	1410	240.63		
			Total	6,152.27
			Interest	377.00
	THANK YOU!			$6,529.77

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COLLIER

DATE August 24, 1973

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Restoration of Normal Speeds
I-5
North of Salem

Captain Williams has requested that contingent upon action by the construction contractor on I-5 north of Salem the matter of construction speeds be reviewed to determine if it might be possible to make adjustments in the temporary speed restrictions such that higher operating speeds may be restored if it is safe to do so.

The Oregon State Police Department feels that normal speeds should be restored in those areas where there is no construction activity and where this situation will remain throughout the winter.

I told Captain Williams that I would relay his request to you.

We agree with this. - As soon as we know where areas of activity will be and which areas that can have normal speeds - Region will prepare a tabulation. —

RECEIVED
STATE HWY ENGR
AUG 27 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
SEP 17 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

LEG:kw

9-17-73
REFER TO
Region 2 - C.O. Fridricksen
By Asst. State Hwy. Engr. TAA. —

cy F.B.K
L.E.G

9693

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 24, 1973

In reply refer to: 10-35-B

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Intchg.-Woodburn Intchg. Section
Stage III Traffic Control Modifications

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By August 23 letter Mr. E. S. Hunter presented various alternates modifying the Stage III construction plan for carrying traffic through the project. The need for some modification has been the subject of a number of meetings between our staff members during the past several weeks. General agreement was reached in a meeting with Mr. Hunter on August 23.

The various alternates have been carefully reviewed. It is now apparent that the labor disputes have so disrupted the planned construction on this project that some modification to the stage construction is necessary to provide for safe traffic operations through the project during the ensuing winter months.

Approval is hereby given to proceed with the recommended alternate, i.e., widening of the inside shoulder to 16 feet and subsequent removal of the additional six foot width. It is assumed that the proposed change will be covered by either an Extra Work Order, a Price Agreement or a combination of the two with appropriate cost justification.

G. L. Green

RECEIVED
AUG 31 1973
Office of
Assistant State Highway Engineer

8-31-73
cy Keasey
Trudeau

RECEIVED
STATE HWY ENGR
AUG 27 73
REFER TO
Contr. Cy Hunt
FOR
Info | Prep | C/D | D/R | Sign | Act | File

7693

Form FHWA 121 (Rev. 5-73)

RECEIVED
STATE HWY ENGR
AUG 27 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: August 23, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Young's letter dated August 20, concerning State Force Order No. 15.

The use of State Forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. The estimated total costs of the work to be done under this order is $2,500.00 with Federal participation of $2,250.00. A signed copy of the order is returned herewith.

for G. L. Green

Enclosure
State Force Order No. 15.

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

Form A-105 (Rev. 8-70)

STATE G.P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7693

APPLYING TO CONTRACT PROJECTS

Order No. 15

Section Hubbard Intchge. - Woodburn Intchge. Date July 19, 19 73

Highway Pacific F.A.P. No. I-5-5 (52) 274

County Marion and Clackamas Prefix 624-1084 Account No. 234-15

Description of Work To Be Done: Install Horizontal Drains

8-16-73

D K Hosmer

8-23-73

Location by Station Numbers: Sta. 982 West side

Estimate of Quantities and Costs: $2,500.00

Explanation: The installation of Horizontal Drains in the cut, west of Sta. 982 will drain sub-surface water that is presently infiltrating into the embankment area at the conjunction of the fill with the hillside slope.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$11,423,752.3
Present estimate of project cost, including $2,500.00 for work under this order	$11,423,752.3
Expected under-run / over-run (amount)	$ 2.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Jon E. Hosmer
Resident Engineer

Approval Recommended: K. O. Kinert
Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: C. V. Reiner
Construction Engineer

SP*72830-734

August 23, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97310

Dear Mr. Green:

Traffic Handling - Interstate 5
Hubbard Interchange-Woodburn
Interchange Section

During the current construction phase of the subject section of Interstate Highway, the travelling public has been subjected to a considerable amount of traffic control in an attempt to provide safe passage for them throughout the project limits. This traffic control has been extremely stringent during the period extending from approximately the middle of April, 1973 to and including the present time. The staging of this phase of the construction, because of the necessary introduction of additional roadside hazards, has made it necessary to impose and enforce statutory speed restrictions and extensive additional delineation.

It is consistent with our policy to impose this type of restriction throughout a project for limited periods of time while necessary operations are conducted. It is not consistent with our policy to impose these conditions upon the public for protracted periods, and in the past we have made every effort to shorten the time involved as much as possible. It has been considered that our prime objective is to provide for the comfort and convenience of the public, as well as their safety, and this reasoning has been used as justification for modification and improvement of construction procedures and for additional expenditures of funds to this end.

The long period over which this job has been idle has made it highly unlikely that any of the section will be completed during the current construction season. The condition of the lanes currently carrying traffic makes it highly undesirable to carry traffic in this manner through the coming winter season. During the period from April 1 through August 1 some $40,000 has been spent on contract maintenance of the driving lanes, and in excess of $10,000 on maintenance by State Forces. It is anticipated that this cost will rise drastically when the rains begin, and it will be exceedingly difficult to maintain this roadway in satisfactory condition. This, then, makes it necessary to provide for placing traffic on the portland cement pavement which is now in place, and to provide for such delineation and signing as may be required for the off-construction season. A plan for carrying traffic in this manner has been approved for the interim period of stage construction when the third portland cement concrete lane was being placed. It was anticipated that traffic would be carried in this manner for from 8 to 10 weeks during good weather, and was considered to be acceptable on that basis. Lane lines, under this proposal were to be placed offset 3 to 4 feet from the permanent position, and the statutory reduced speed restrictions were to have been enforced. Construction activity was expected to be in progress during this period of time. The cost of this proposal was estimated to be $46,648, not including items common to all proposals. This proposal provided a three foot shoulder on the left, two lanes eleven feet wide and a nine foot parking or recovery lane on the right. It would be considerably safer to provide a 6:1 rock slope on the right to minimize the hazard of the eight inch drop-off. This would add approximately $27,205 to the estimated cost for a total estimated cost of $73,853.

The situation has changed. It will now be necessary to carry traffic on the non-completed section for a period of approximately nine months. The proposed delineation pattern is not adapted to increasing the allowable speeds, since the striping does not conform to established permanent practice and could cause confusion during inclement weather. In addition, there will be little or no construction activity on the project to indicate to the public the necessity for this type of modification.

An economic analysis of the effect of providing for an increase in speed on this section to establish a cost-benefit quotient has been prepared. Given the freedom of

choice, the citation record indicates that a higher speed on this section is desired by the public and, if so, a value of $769,500 was computed for a 180 day period. This is based on 70 MPH speed compared to a 50 MPH speed, and does not take into account increased operating cost. It is assumed that given the freedom of choice, the driver could decide on the worth of the increased speed to him as he does on those sections where speed restrictions are not in effect.

Two alternatives to the approved staging were prepared by the Resident Engineer for the Region, and subsequently submitted through the Construction Engineer. Both of these provide for more nearly meeting standard striping criteria, and would allow the speed restrictions to be lifted or modified through the off-construction season. Both are more costly than the plan which was approved.

One alternate proposal consists of placing a temporary shoulder, six feet wide, on the outside (right side) of the 24 foot pavement now in place and placing the ten foot wide permanent shoulder on the inside (left side). This temporary shoulder would consist of plant mix aggregate base with a 2" asphaltic concrete surface and a 10:1 rock slope. This would allow traffic to use the new twenty-four foot pavement during the off-construction season and would provide a facility comparable to a four lane divided freeway. On this basis, speeds could be raised to 70 miles per hour. Striping and delineation would be provided in accordance with standard permanent practice. It is also possible that, during this period, illumination could be shut off.

This proposal has the advantages of providing the public with a facility which is comparable to the permanent facilities which they are accustomed to using, except that the shoulder on the right would be narrower. Striping would be placed in the permanent location. A rock slope outside the pavement and the area now being used for a driving surface would be available for recovery and parking. This proposal has the disadvantages of having to provide for the removal of this shoulder area and of having to alter the traffic pattern when paving is resumed on the additional 12 foot panel. The cost is estimated to be $201,932, not including items common to all alternates.

The other alternate is to widen the inside shoulder by three feet, from ten feet to thirteen feet, this would provide a two foot inside shoulder, an eleven foot passing or fast

lane on asphaltic concrete, a twelve foot driving lane on portland cement concrete and a twelve foot parking or recovering lane on portland cement concrete. There would be an 8" drop-off on the outer edge of this twelve foot lane, although a gravel shoulder on a 6:1 slope with no surfacing could be provided. The topsoil in the median area would be brought up flush with the shoulder paving.

This proposal has the advantages of being usable throughout the subsequent paving operations, and has the striping in the proper location, except for the yellow, interior shoulder line, which could be "blacked out". Speed could be raised to 60 miles per hour, and possibly to 65 miles per hour. Illumination could be shut off during the off-construction season. Cost of this alternate is estimated to be $90,007 without the gravel outside shoulder and $117,202 with it. Again, items common to all alternates are omitted.

These proposals have been previously discussed with you, however, we are recommending a modification which would provide two 12-foot travel lanes with a 4-foot shoulder on the inside and a 12-foot shoulder on the outside. This would be equivalent to the roadway section existing prior to the construction project and would require widening the inside shoulders from 10 to 16 feet. The cost of this modified alternate is estimated to be $164,993 and if the gravel shoulder on the right side is provided the estimated cost would be $192,198. It would probably be necessary to remove the six foot strip at an additional estimated cost of $41,300 or a total cost of $206,293 without the gravel shoulder and $233,498 with it. This modified alternate would carry traffic at 70 miles per hour with no difficulty.

A check on the cost of illumination of the project shows that costs range from $1,200 per month in the summer to $1,800 per month in the winter or an average of $1,500 per month through the year. Based on a $1,700 per month cost through the off-construction season, a saving of $15,300 could be realized in power consumption in nine months. If our proposal is approved we would be able to turn off the illumination during the winter months thereby helping to alleviate the electrical energy shortage.

The items discussed thus far are, of course, the considerations that are easily quantifiable; however, in addition there are considerations not easily reduced to dollars. At the present time, the section under consideration is being heavily patrolled by the Oregon State Police in order to assure reasonable compliance by the public with the speed restrictions imposed. Since the beginning of this additional patrolling early in April, 4,405 arrests have been made. With

the excellent cooperation which we have received from the OSP, only 43 accidents have occurred on the section, eleven of which could be considered to be construction oriented. Six persons were injured as a result of these accidents. Enforcement will be considerably more difficult throughout the winter months.

In order to provide this service, it has been necessary for the State Police to provide additional patrol effort on this section of highway. The cost of this effort is being computed by the main office of the State Police and is not available at this time. It seems reasonable to assume, however, that the use of additional patrols on this section has had the effect of thinning the patrol coverage on some other section or sections under the jurisdiction of this district office. Removing the speed restriction should reduce their effort on this section.

We feel that some modification from the approved traffic pattern is in order. We believe that we should provide a facility through the winter months which will minimize inconvenience to the public without sacrificing safety. We believe that some relief from the restriction of speed is in order. It appears to us that these objectives can be met by accepting one of the alternate proposals, and that the advantages gained justify the expenditures estimated. We are enclosing copies of the resident engineer's analysis of each of the three proposals (i.e. the approved plan and the two alternates) as well as a benefit cost analysis prepared by Mr. Fred Miller, Highway Division Economist.

We request your approval of the modified alternate providing for widening of the planned shoulders from 10 to 16 feet and FHWA participation in the cost of construction estimated at $206,293. This estimate includes $41,300 for removing the additional width of six feet and does not include items common to all alternates or the gravel shoulder on the right which is not considered necessary.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
COF:lt/ESH:jf
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson

Region Office modifications to Resident Engineers presentations:

Resident Engineers letter of July 23, 1973 (6' paved shoulder on right).
Engineers estimate with:

4" A.C. surface	$235,000
Less 2" A.C. surface (7,014T @6.45)	45,240
Less Asphalt in mix (399T @30.00)	11,970
Plus 2" PMAB (6,706T @3.60)	+ 24,142
Estimated Cost	$201,932

Resident Engineers letter of August 14,1973 (13' paved shoulder on left) Alternate "B"

Add 6:1 Rock slope on right	
PMAB 7557T @ 3.60	+ 27,205
Engineers estimate	90,007
Estimated Cost	$117,202

Modify proposal to 16 foot paved shoulder

4" A.C. 6' wide (11,893T @6.95)	76,710
Asphalt (677T @ 30.00)	20,301
PMAB (18,884 T @ 3.60)	67,982
Estimated Cost	$164,993
Removal back to 11" wide	41,300
Total Estimated Cost	$206,293
Add to 6:1 rock slope on right	27,205
Total With Rock Slope	$233,498

7693

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE August 17, 1973

TO H. S. Coulter, Assistant State Highway Engineer
C. O. Fredrickson, Region 2 Engineer

FROM Fred Miller
Economist

SUBJECT Woodburn-Hubbard Highway Improvement

Attached is an application of benefit-cost analysis to the Woodburn-Hubbard Section of I-5. As you can see, the conclusions are somewhat ambiguous, depending on the assumptions chosen. I would be happy to discuss the assumptions and calculations if you have any questions.

FM:ap
Attachment

RECEIVED
AUG 1 1973
Office of
Assistant State Highway Engineer

Traditional benefit-cost analysis compares road user benefits (including (a) time savings, (b) operating cost savings, (c) accident reductions, and (d) comfort and convenience) with highway agency costs to arrive at a decision concerning project feasibility. It is best suited to the situation in which one can compare the identical traffic flow in two different situations. Also, the analysis provides a better indication of the merits of a highway improvement if there are minimal environmental disruptions or non-user effects. The Woodburn-Hubbard section represents an ideal case from both of these viewpoints.

The following data and assumptions are used in the calculations

1. Average Daily Traffic 28,500

passenger cars	24,400
trucks	4,100

2. Speed limits: 50 MPH before improvement
   60 MPH for trucks after improvement
   70 MPH for cars after improvement

3. Actual speed: 57.5 MPH before improvement
   72.5 MPH after improvement

4. Project length: 9 miles

5. Project life: 6 months

6. Project cost: $250,000

7. Value of time (following assumptions in 1972 National Needs Study)

passenger cars	$3.00 per hour
trucks	$6.00 per hour

8. Vehicle operating costs are assumed to be 8.5 cents per mile for passenger cars and 20 cents per mile for trucks. These figures are based on the analysis undertaken for the Highway Division rate of return program. They represent averages and would vary depending on speed, surface condition, grade, stop and go travelling , etc.

Robley Winfrey, in Economic Analysis For Highways relates vehicle operating costs to speed. His information is outdated, but assuming that his percentage relationships are correct an automobile increases its operating cost by 23 percent when speed is increased from 50 to 70 miles per hour and 21 percent when the increase is from 57.5 to 72.5 miles per hour. Truck operating cost increases 18 percent when speed increases from 50 to 60 miles per hour. In the calculations, these percentages are applied to the average costs per mile of 8.5 cents and 20 cents for cars and trucks respectively.

9. Oregon has not typically assigned values to reductions in accidents or to gains in comfort and convenience, as the data are unsatisfactory for doing so.

Time savings. Usually, the major benefit from a highway improvement is time savings. The estimated value of the time savings for the Woodburn-Hubbard section is shown below for a change in speed from 50 to 70 miles per hour for cars (for the nine mile section this represents three minutes) and 50 to 60 miles per hour for trucks (representing a 1.5 minute saving).

24,400 cars x 180 days x 1/20 hour x $3.00	$658,800
4,100 trucks x 180 days x 1/40 hour x $6.00 =	$110,700
Total value of time savings	$769,500

If the passenger car speed currently averages 57.5 miles per hour and with a 70 mile per hour limit, would average 72.5 the same calculation would yield $494,100 for automobiles. If trucks gained more than ten miles per hour their savings would be above the $110,700 shown in the previous example. Consequently, the combined truck-car savings would be greater than $600,000.

With the standard assumptions and using only time savings as a benefit the project would definitely be worthwhile, having a benefit-cost ratio in the range of 2.5 to 3.0.

Operating costs. It is not always clear how changes in operating costs should be evaluated. Drivers have the option of driving at slower speeds and need not incur the additional costs of travelling faster. Nevertheless, to achieve the time savings they must drive faster. (It should be noted that current practice at OSHD is to assume one value for vehicle operating cost, regardless of speed.)

Using 8.5 cents and 20 cents for vehicle operating costs of cars and trucks respectively and applying the percentages shown earlier that indicate increased costs with higher speeds, the following calculations result:

24,400 cars x 180 days x 9 miles x 23% of 8.5¢ = $790,560
4,100 trucks x 180 days x 9 miles x 18% of 20¢ = $239,112

Total vehicle operating cost increase $1,029,672

If speed were to change from 57.5 to 72.5 miles per hour for cars and the same computation were used for trucks the increase in operating cost would be $944,687.

Interestingly, if cars were to increase speed from only 50 to 60 the additional vehicle operating cost for cars would be only about one-third that in the first example. This illustrates how expensive it is to increase speed from 60 to 70 miles per hour, i.e. it is two-thirds of the change in cost of increasing speed from 50 to 70 miles per hour.

Accidents. The Statesman (August 16, 1973) reports that there have been 39 accidents in the Woodburn-Hubbard section during the four-month construction period. This represents an accident rate of 1.27 per million vehicle miles compared with .71 for the Wilsonville-Salem section reported by OSHD in 1971. While the under-construction rate is slightly higher, both rates are relatively low. It would be difficult to make a convincing argument that the proposed highway improvement would result in substantial additions to savings or costs on the basis of accident data.

Comfort and Convenience. Perhaps the most important user benefit is comfort and convenience but the state of the art does not allow us to assign a value to this factor. It would appear that drivers consider comfort and convenience to be more important than the 15 cents (three minutes x $.05/minute) that the time calculation for the Woodburn-Hubbard section represents. That is, most drivers would probably be willing to pay more than 15 cents to travel at 70 miles per hour rather than at 50 miles per hour.

Enforcement. The State Police report that the construction conditions require eight additional patrols and one supervisor for a total extra cost of $14,000 per month. To the extent that conditions are returned to normal this cost could be reduced.

Maintenance. Maintenance cost differentials in the two situations are assumed to be included in the $250,000 cost of the project.

Conclusions

Following current benefit-cost procedures, the conclusion would be to undertake the improvement. These procedures give a great deal of weight to time savings in this example. Evidently, though, time savings are very important to the people since they pay a large

premium for just three minutes. Probably some of this premium (reflected in the costs of travelling at increased speeds) is indicative of overcoming a situation that is not considered to be very comfortable or convenient.

Considering both time and vehicle operating cost, one could conclude that the project is not worthwhile. Even this calculation might be construed as favorable, however, depending on the decreases in law enforcement costs, possible accident reductions, and the value assigned to comfort and convenience.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE August 14, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer

SUBJECT
Hubbard Int.-Woodburn Int.
Contract 7693
Traffic Control, Stage III Construction

Attached are two alternate proposals for traffic delineation during Stage III construction.

Alternate "A"

This alternate includes the utilization of 24-foot wide P.C.C. paving and one 10-foot wide median A.C. shoulder.

The delineation is located as follows: A solid white line is located 3 feet right of the center of the 24-foot wide P.C.C. panel. A skip stripe is located 3 feet right of the left edge of the P.C.C. panel. A solid yellow line is located 3 feet left of the left edge of the P.C.C. panel. Guide posts(W-1) will be placed on the left side, spaced 264 feet. Orange reflectorized barrels will be spaced at approximate intervals of 264 feet, with cones between, on the right side.

With the width restricted to 9 feet on the right, deceleration and acceleration lanes will need to be temporarily widened to facilitate safe movement of vehicles at the scale sites and at the Fargo Road Interchange.

The Plans provide, under temporary direction and protection of traffic, that ramps will be constructed at Fargo Road. Under this plan the traffic is expected to stop at the edge of the travel lane, then enter the fast moving highway traffic without the benefit of an acceleration lane. To exit, vehicles will be expected to decelerate within the highway traffic lanes before leaving at a very slow speed.

It is probable that traffic will be expected to utilize the Stage III delineation until the 1974 construction season.

The following estimates will not include striping, guide post installation, barrel and cone costs since all are common to both alternates.

Rec'd 8-15-73 CWD
FC W.D. Coulter w/attch
C T. Kenny

Cost Summary, Alternate "A"

Acceleration Lanes	$ 8,300
Deceleration Lanes	8,664
Removal of A.C. and Rock (scale sites)	3,541
Removal of Temporary Stripes	26,143
TOTAL	$ 46,648

Comments, Alternate "A"

Advantages:

1. Cost savings---$60,206.

Disadvantages:

1. Thirty working days to remove temporary stripes.
2. Possible separation of scabbed-on acceleration and deceleration lanes.
3. Passing lane includes both black and white pavement.
4. Four-hundredths grade break in right wheel track of passing lane.
5. Inadequate width remaining outside traffic lanes for emergency parking.
6. Temporary guide posts will be driven through old A.C. pavement.
7. Permanent scars in P.C.C. pavement from removal of temporary stripes by sandblasting.

Alternate "B"

This alternate includes the utilization of a 24-foot wide P.C.C. pavement and one 13-foot median A.C. shoulder.

The delineation is located as follows: A solid white line is located at the center of the 24-foot wide P.C.C. pavement. A skip stripe is located immediately off the left edge of the P.C.C. pavement and on the A.C. pavement. A solid yellow line is located 11 feet left of the left edge of the P.C.C. pavement and on the A.C. median shoulder. Guide posts, barrels and cones are placed as illustrated for Alternate "A".

If these stripes are applied at a thickness rate of about one-half normal, no removal work will be necessary. The solid white line will eventually become a skip stripe, but wear, and a new normal application will make unnecessary the removal of the skip. The temporary skip stripe will be covered with a permanent solid yellow line. The temporary

solid yellow line will be covered with a light application of liquid asphalt.

A 12-foot wide panel will remain outside the temporary travel lanes to provide for acceleration lanes, deceleration lanes, and emergency parking.

Cost Summary, Alternate "B"

Preparation	$ 448
Class "B" A.C.	65,790
Asphaltic Cement	17,400
Plant-mix Stone Base	23,216
TOTAL	$106,854

Comments, Alternate "B"

Advantages:

1. No lost time between temporary and permanent striping.
2. Pass lane all on black pavement.
3. No grade break in passing lane wheel track.
4. Adequate width (12 feet) for acceleration lanes, deceleration lanes, and emergency parking.
5. Possible reuse of guide posts that will not sustain damage from being driven into and removed from old A.C. pavement.
6. Elimination of scars due to the removal of temporary stripes by sandblasting.

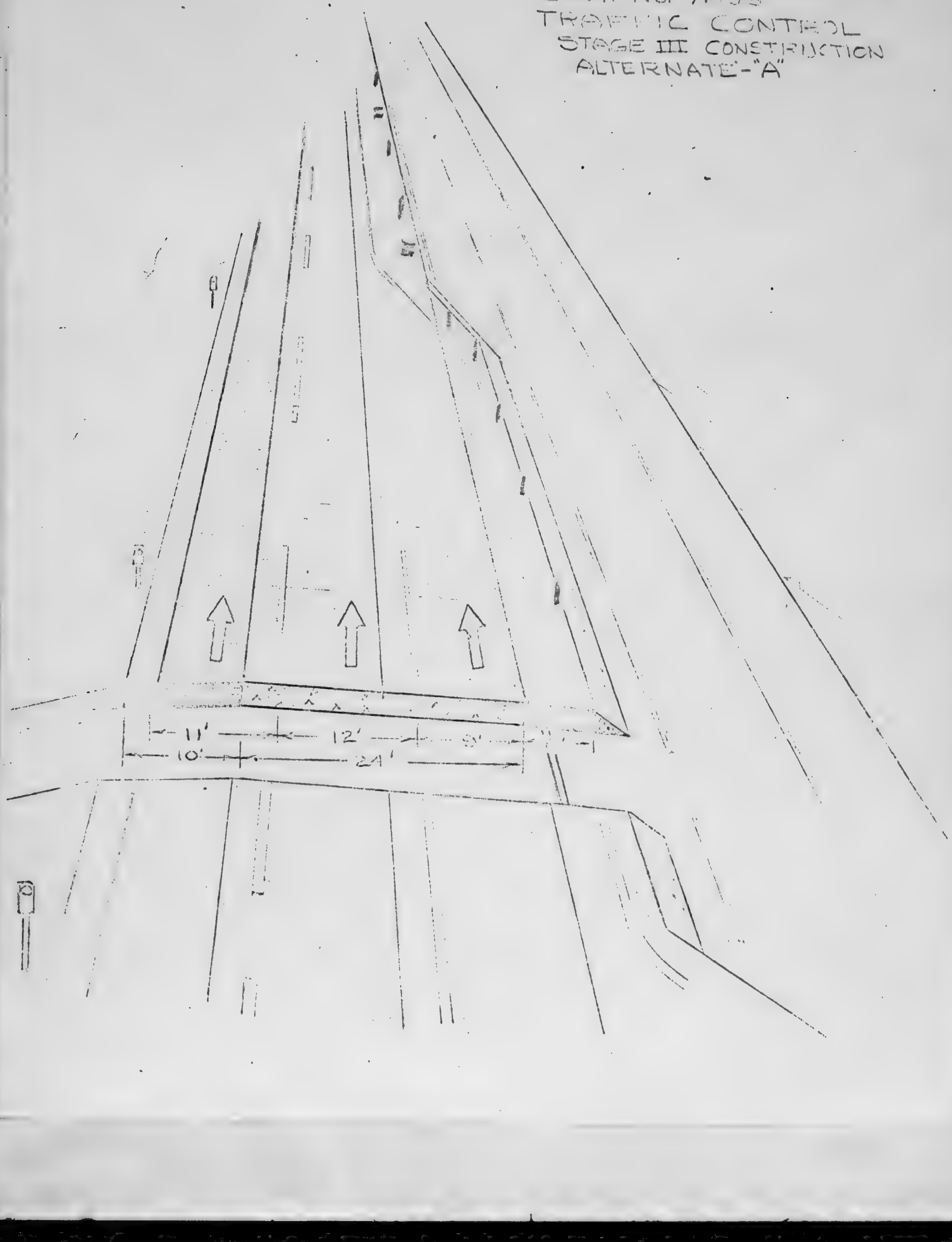
Disadvantages:

1. Added cost over Alternate "A"---$60,206.

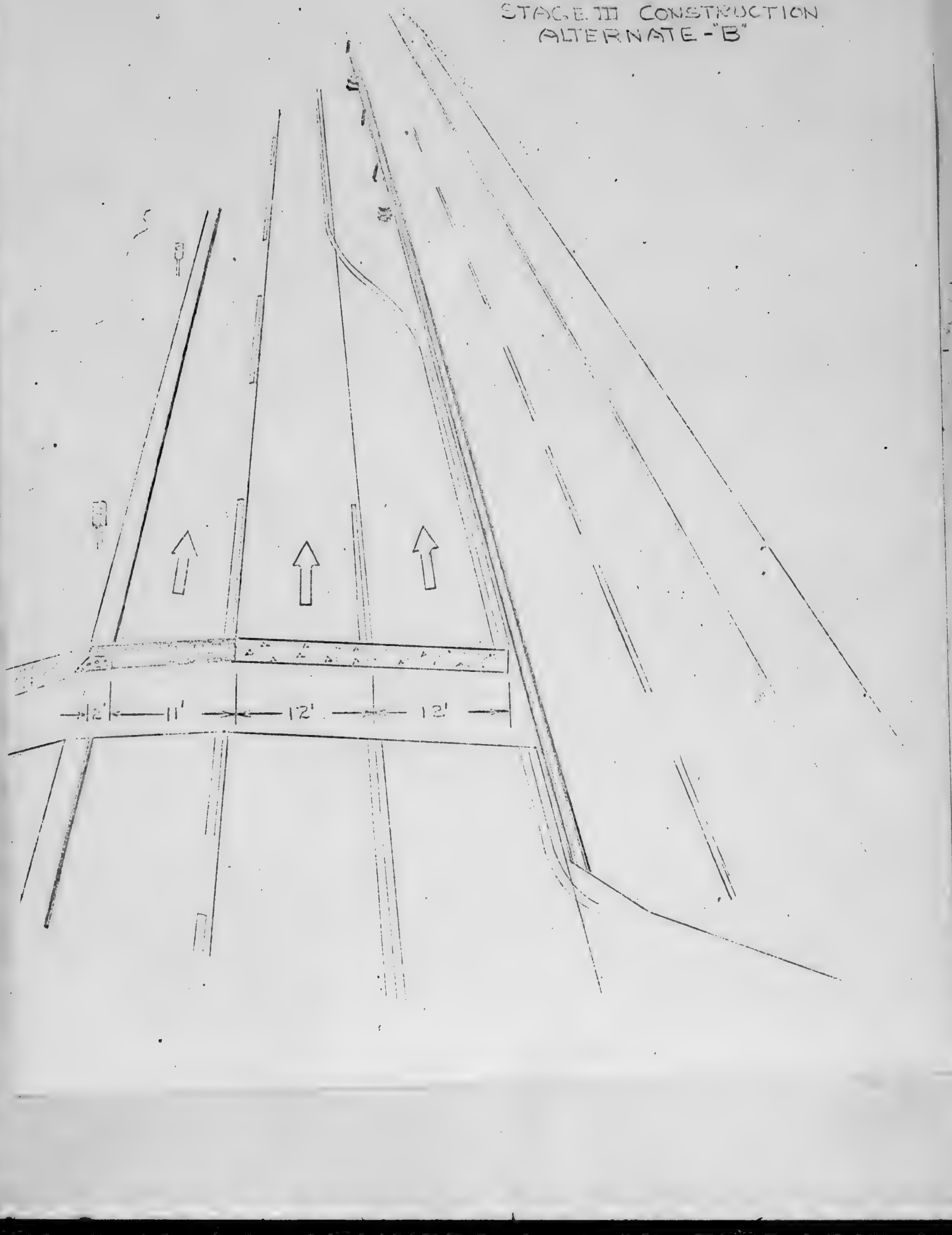
JEC/jg

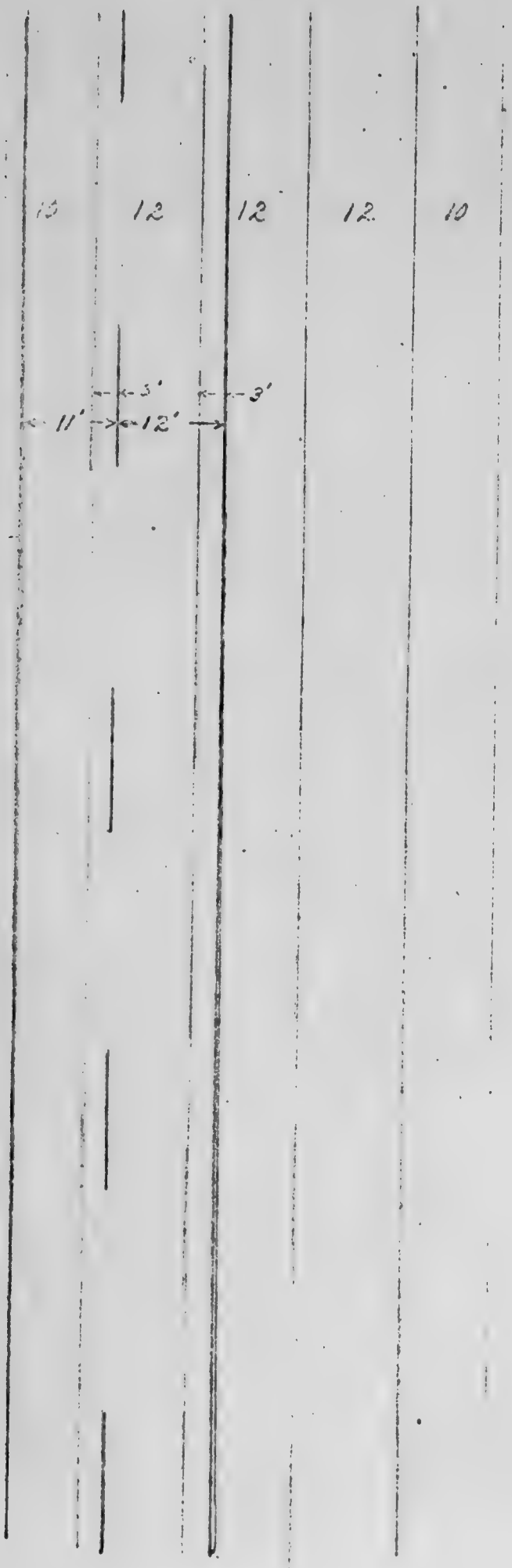
Attachments: Perspective sketch, Alternate "A".
Perspective sketch, Alternate "B"
Copy Drawing No. 27368 (excerpt)
Sketch, Plan removal of temporary striping
Photo, Fargo Interchange
6 photos, sandblasting of test stripes

HUBBARD INT. - WOODBURN INT. SECT.
PACIFIC HIGHWAY
MARION & CLACKAMAS COUNTIES
CONT. NO. 7403
TRAFFIC CONTROL
STAGE III CONSTRUCTION
ALTERNATE-"A"



MARION & HARDIN COUNTIES
CONT. NO. 7693
TRAFFIC CONTROL
STAGE III CONSTRUCTION
ALTERNATE - "B"





Hawaii Int. Woodland ... Sec.
Pacific Highway
Marin & Napa ...
Contract No. ...
Temporary & Permanent Striping
Stage II Construction
Alternate "A"

—— Temporary Striping
Permanent Striping

Stage I: Paint permanent RR fog and skip lines. Remove temporary RR fog line. Maintain two-way traffic in temporary lanes with one lane traffic in work area.

Stage II: Move traffic to two (2) permanent lanes. Finish removal of temporary stripes and painting of permanent stripes. One lane traffic is worked while sandblasting & temporary skip lines.

BRIDGE SECTION

HUBBARD INTCHGE. & WOODBURN INTCHGE. S.E.C.
PACIFIC HIGHWAY
CLACKAMAS AND MARION COUNTIES

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

APPROVED: Walter E. Peirce
STATE ENGINEER

DESIGNED [illegible] CHECKED
DRAWN MLO CALC. BOOK
DATE Dec 1971 SHEET 2 OF
BRIDGE NO. 13576 DRAWING NO. 2786

STAGE I

STAGE II

STAGE III

STAGE IIIA

Note:
Lineal signing and cones as shown on Stage III applicable except at Fargo Road Interchange.

Note:
Lineal [illegible] project [illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

DATE August 14, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM James E. Chaney, Resident Engineer
By Warren E. Mueller, Resident Bridge Engineer

SUBJECT

Hubbard Int. - Woodburn Int.
Contract 7693

In the Willamette Valley our Fall rains usually start in the middle of September. This coincides with the event of the Vernal Equinox, which causes changes in the normal air currents flowing in the northern hemisphere. The attached chart shows the mean rainfall as gauged by the Portland Weather Station. From this chart and our past experience, the damage anticipated to be sustained by the A.C. Pavement will increase with the rainfall.

The cost of the damage will probably reach about $10,000 per month, or $2,500 per week. Cold weather and lack of anticipated rainfall could reduce this. Should heavy freezing and thawing occur this winter these costs could go much higher.

We do have most of the median drainage completed, which may help keep our fills from being saturated, thereby holding down the damage during the first part of the Fall.

WEM/jg

cc: File

cc W.J. Coulter w/attch'd Lst 8-15-73 DJK
C.T. Beaudry " " " "

JANUARY 5 10 15 20 25 | FEBRUARY 5 10 15 20 25 | MARCH 5 10 15 20 25 | APRIL 5 10 15 20 25 | MAY 5 10 15 20 25 | JUNE 5 10 15 20 25 | JULY 5 10 15 20 25

30

20

10

0

MAY JUNE JULY AUGUST SEPTEMBER OCTOBER

5 10 15 20 25 5 10 15 20 25 5 10 15 20 25 5 10 15 20 25 5 10 15 20 25 5 10 15 20 25

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

REGION 2 ENGINEER
RECEIVED
JUL 24 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

DATE July 23, 1973

TO C. O. Fredrickson
Regional Engineer

FROM C. V. Lehman, Jr.
Assistant Resident Engineer

SUBJECT Six-foot Temporary Shoulder
Hubbard Int.-Woodburn Int.
Contract 7693

Enclosed herewith are cost estimate and typical sections for six-foot temporary shoulder on the outside of the 24-foot P.C.C. panels.

There will also be an additional expense of approximately $10,000 for temporary traffic control during the construction and removal work which would have to be borne by the State.

This would bring the total estimated cost to $265,000.00, providing the remaining 7.7 miles of 24-foot P.C.C. panel is completed this fall. Without the completion of the 24-foot panel the cost would be approximately $235,000.00.

These costs compare to the estimated $183,000.00 necessary to widen the median shoulder 3 feet with 4 inches of A.C. and 4-10 inches of rock. The widened median shoulder would be better suited for traffic control and speeds could be increased during the winter months under this plan.

CVL/jg

cc: File

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHE.

SHEET ..... OF ..... SHEET

Summary of Quantities

Temporary Shoulder: (24' P.C.C. Panel in place to date)
(excluding "NB" 1007 - 1149)

PMAB	19,052	tons @	3.60 /ton		$ 68,515.20
Class "B" A.C.	11,893	tons @	6.45 /ton		$ 76,709.85
Asph. in Mix	677	tons @	30.00 /ton		$ 20,310.00
					$ 165,535.05

Additional Quantities for "NB" 1007 - 1149

PMAB	3,416	tons @	3.60 /ton		$ 12,297.60
Class "B" AC	2,135	tons @	6.45 /ton		$ 13,770.75
Asph. in Mix	121	tons @	30.00 /ton		$ 3,630.00
					$ 29,698.35

Speed Change Lanes @ Fargo & Scale Sites

PMAB	4 x 154	tons @	3.60 /ton		$ 2,217.60
Class "B" AC	4 x 248	tons @	6.45 /ton		$ 6,398.40
Asph. in Mix	4 x 141	tons @	30.00 /ton		$ 1,692.00
					$ 10,308.00

Exit Ramps 200' taper - 14' wide

PMAB	4 x 37	17.3 tons @	3.60		249.12
Class "B" AC	4 x 34	@ 6.45			877.11
Asph. in Mix	4 x 10	@ 30.00			1,...

OREGON STATE HIGHWAY
DIVISION

SHEET ..... OF ..... SHEETS

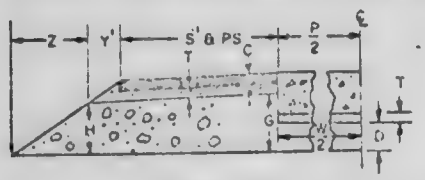
Total Cost				165,535.05				
Materials-in-place				29,698.35				
				10,308.00				
				1,354.12				
				# 206,900.52				
Removal	PMAB	23,133 tons						
	Class "B" AC	15,156 tons						
		38,289 tons @ 1.25/ton		= # 47,861.25				
	Furnish & Install		# 206,901					
	Remove		47,861					
			# 254,762.00		255,000.00			

OREGON STATE HIGHWAY DEPARTMENT

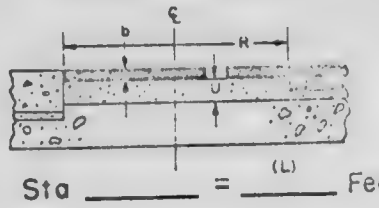
Calculations For Temporary Shoulder - Entire Project

Made By K.Wood Date 7/17/13 Checked By _____ Date _____

HALF SECTION P.C.C. PVT.

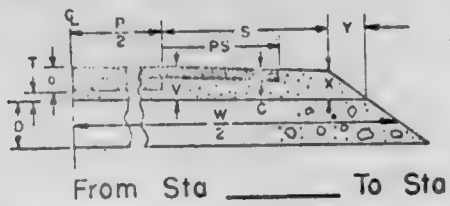


MEDIAN AREA



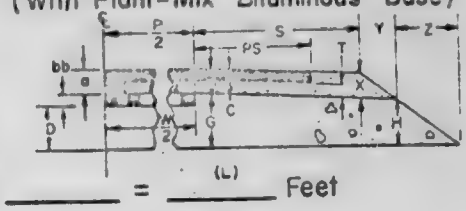
From Sta _____ To Sta _____ = _____ (L) Feet

HALF SECTION A.C. PVT.



From Sta _____ To Sta _____ = _____ (L) Feet

HALF SECTION A.C. PVT. (With Plant-Mix Bituminous Base)



From Sta _____ To Sta _____ = _____ (L) Feet

BOTTOM COURSE BASE

$$\left[\left(\frac{(G)}{2}\times\ \right)+\left(\frac{(H)}{2}\times\ \right)\right]+\left[\left(\frac{(G)}{2}\times\ \right)+\left(\frac{(H)}{2}\times\ \right)\right]\ \times\ (L)\ =$$

$$\frac{(S\cdot Y)}{27}\qquad\frac{(Z)}{27}$$

X-Sec Area

$$\left(\frac{3.354\times\ (W)\ \times\ (D)}{27}\right)+\left(\frac{\times\ (W)\ \times\ (D)}{27}\right)\times\ 94{,}119\ (L)\ =\ 11{,}691.67$$

including 10:1 rock slope

(1.30) = _____ Cu. Yds.

(1.92*) = 22,448.01 Tons

TOP COURSE BASE and SHOULDERS

Top Course or Shoulders $\left[\left(\frac{(R)}{27}\times\ \right)+\left(\frac{(U)}{27}\times\ \right)\right]$ ( ) (L) = _____

Shoulders $\left[\left(\frac{(V)}{2}\times\ \right)+\left(\frac{(X)}{2}\times\ \right)-\left(\frac{(S)}{27}\times\ \right)\right]$ (2) ( ) (L) = _____

Shoulders $\left[\left(\frac{(V)}{2}\times\ \right)+\left(\frac{(X)}{2}\times\ \right)-\left(\frac{(Y)}{27}\times\ \right)\right]$ (2) ( ) (L) = _____

(1.30) = _____ Cu. Yds.

(*) = _____ Tons

WATERING

Crushed Material _____ Cu. Yds. X .025 = _____

Earthwork _____ Cu. Yds. X _____ ** = _____

** Furnished by Construction Department

_____ M-Gals

ASPHALT PRIME COAT

Aggregates $\left(\frac{(P)}{27}\times\ (L)\right)$ (.00083) = _____ _____ Cu. Yds.

Asphalt (*) = _____ _____ Tons

PLANT – MIX BITUMINOUS BASE

(P) _____ X (L) _____ X (bb) _____ X (Tons/Sq. Ft. 1" Thick)* _____ = _____ (F) _____ Tons

Asphalt in Bituminous Base Mixture .045 X (F) _____ = _____ Tons

ASPHALT CONCRETE PAVEMENT

Temp. Shoulder

~~Roadway~~ (P) 6 / (R) + (PS) X (L) 94,119 X (a) 4 / (b or c) X (Tons/Sq. Ft. 1" Thick)* .00621 = 14,027.496

Shoulders & Median _____ X _____ X _____ X _____ = _____

_____ (E) 14,027.5 Tons

Asphalt Cement in Mixture ~~.055~~ .0569 X (E) 14,027.5 = 798.19 Tons

TACK COAT

Emulsified Asphalt (WIDTH) _____ X (L) _____ X .0000182 _____ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = _____ Tons

Emulsified Asphalt ( ) = _____ Tons

Aggregates

1¼" – ¾"	( ) =	_____
¾" – ½"	( ) =	_____
½" – ¼"	( ) =	_____
¼" – #10	( ) =	_____

$\left(\frac{(P)}{27}\times\ (L)\right)$ = _____ Cu. Yds.

* See other side for factor

NOTE [illegible] to be expressed in inches when used in calculating A.C. Pavement or Plant Mix Bituminous Base [illegible] be expressed in feet or fractions of feet

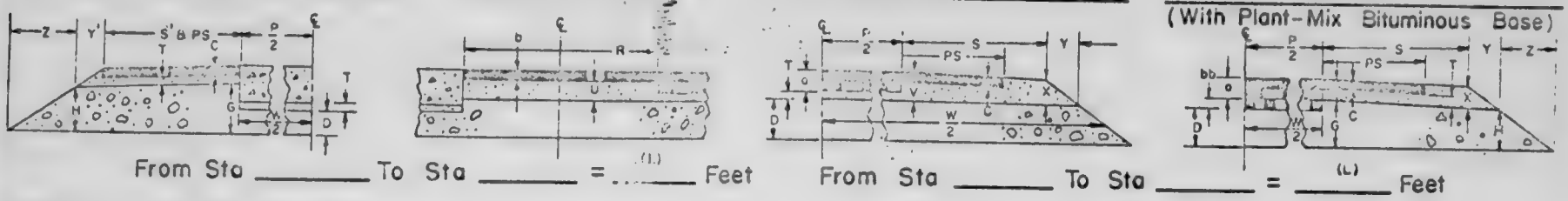
Construction Sh... Sheet ___ of ___ Sheet

OREGON STATE HIGHWAY DEPARTMENT

Calculations For *Temporary Shoulder – Excluding 1007 to 1149 NB"*

Made By *E Wood* Date *9/7/73* Checked By _____ Date _____

HALF SECTION P.C.C. PVT. | MEDIAN A... | ALF SECTION A.C. PVT. | HALF SECTION A.C. PVT. (With Plant-Mix Bituminous Base)



From Sta _____ To Sta _____ = _____ (L) Feet

From Sta _____ To Sta _____ = _____ (L) Feet

BOTTOM COURSE BASE

$$\left[\left(\frac{(G)}{2}+(H)\times(S\cdot Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)\right]\div 27 \text{ (X-Sec Area)} + \left[\left(\frac{(G)}{2}+(H)\times(S\cdot Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)\right]\div 27 \times (W) \times (D) \times (L) = \text{Cu. Yds.}$$

$$\left(\frac{3.354 \times 79796}{27}\right)+\left(\frac{\times}{27}\times\times\right) = 9,912.44 \text{ Cu. Yds.}$$

including 10:1 rock slope

(1.30) = _____ Cu. Yds.

(1.92*) = 19,031.89 Tons

TOP COURSE BASE and SHOULDERS

Top Course or Shoulders $\left[\left(\frac{(R)}{27}\times(U)\right)+\left(\frac{(P)\cdot(S\cdot Y)}{27}\times(T)\right)\right]$ ( ) (L) = _____

Shoulders $\left[\left(\frac{(V)}{2}+(X)\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-(PS)\times(C)\right]\div 27 \times (2) \times$ ( ) (L) = _____

Shoulders $\left[\left(\frac{(V)}{2}+(X)\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-(\ \times\ )\times(C)\right]\div 27 \times (2) \times$ ( ) (L) = _____

(1.30) = _____ Cu. Yds.

(*) = _____ Tons

WATERING

Crushed Material _____ Cu. Yds. X .025 = _____

Earthwork _____ Cu. Yds. X _____ ** = _____ M-Gals

** Furnished by Construction Department

ASPHALT PRIME COAT

Aggregates $\left(\frac{(P)}{\ }\times(L)\right)$ (.00083) = _____ Cu. Yds.

Asphalt $\left(\frac{(P)}{\ }\times(L)\right)$ (*) = _____ Tons

PLANT – MIX BITUMINOUS BASE

(P) _____ X (L) _____ X (bb) _____ X (Tons/Sq. Ft. 1" Thick) * _____ = _____ (F) Tons

Asphalt in Bituminous Base Mixture .045 X (F) _____ = _____ Tons

ASPHALT CONCRETE PAVEMENT

Temp. Shoulder

Roadway $\frac{(P)}{(R)+(PS)}$ 6 X $\frac{(L)}{\ }$ 79796 X $\frac{(a)}{(b \text{ or } c)}$ 4 X (Tons/Sq. Ft. 1" Thick) * 0.00621 = 11,892.796

Shoulders & Median _____ X _____ X _____ X _____ = _____

(E) 11,893 Tons

Asphalt Cement in Mixture .055 X (E) 11,893 = 676.71 Tons

.0569

TACK COAT

Emulsified Asphalt (WIDTH) _____ X (L) _____ X .0000182 _____ Tons

ASPHALT PENETRATION MACADAM

Penetration Asphalt (*) = _____ Tons

Emulsified Asphalt ( ) = _____ Tons

Aggregates $\left(\frac{(P)}{\ }\times(L)\right)$

1¼" – ¾" ( ) = _____

¾" – ½" ( ) = _____

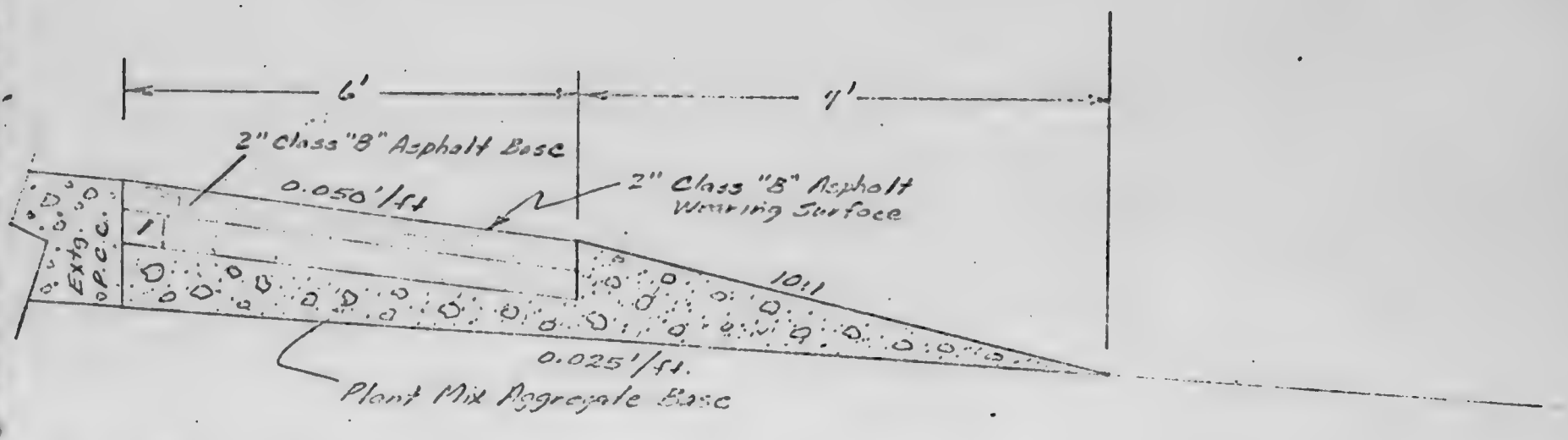
½" – ¼" ( ) = _____

¼" – #10 ( ) = _____

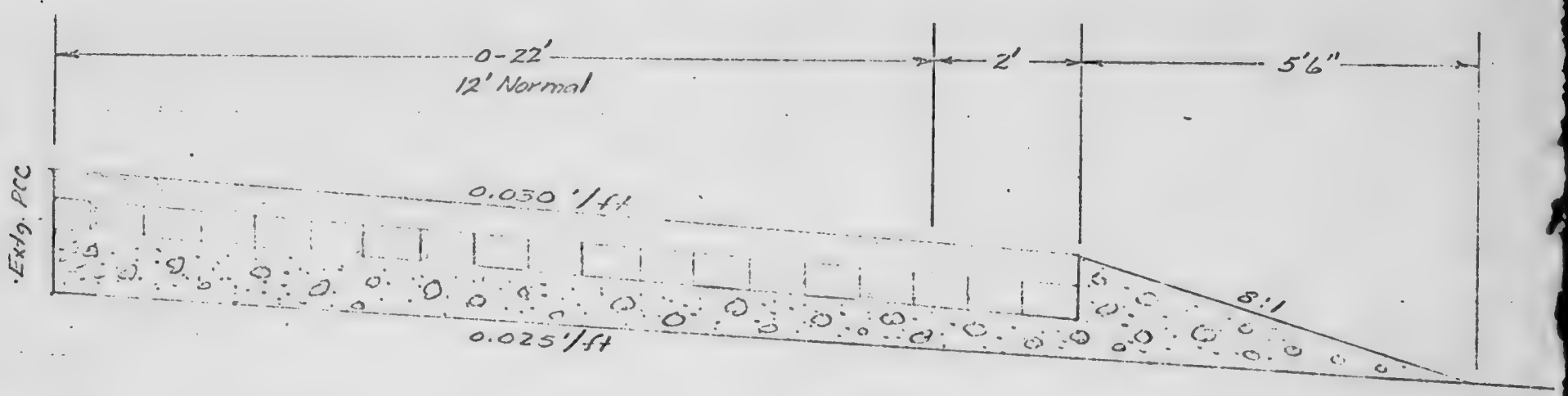
= _____ Cu. Yds

* See other side for factor

NOTE: Use only that column of this sheet which is applicable. The dimensions of (P), (L), and (a) may be expressed in inches when used in calculating A.C. Pavement or Plant Mix Bituminous base (F) or Tons which must be expressed in feet or decimals of feet

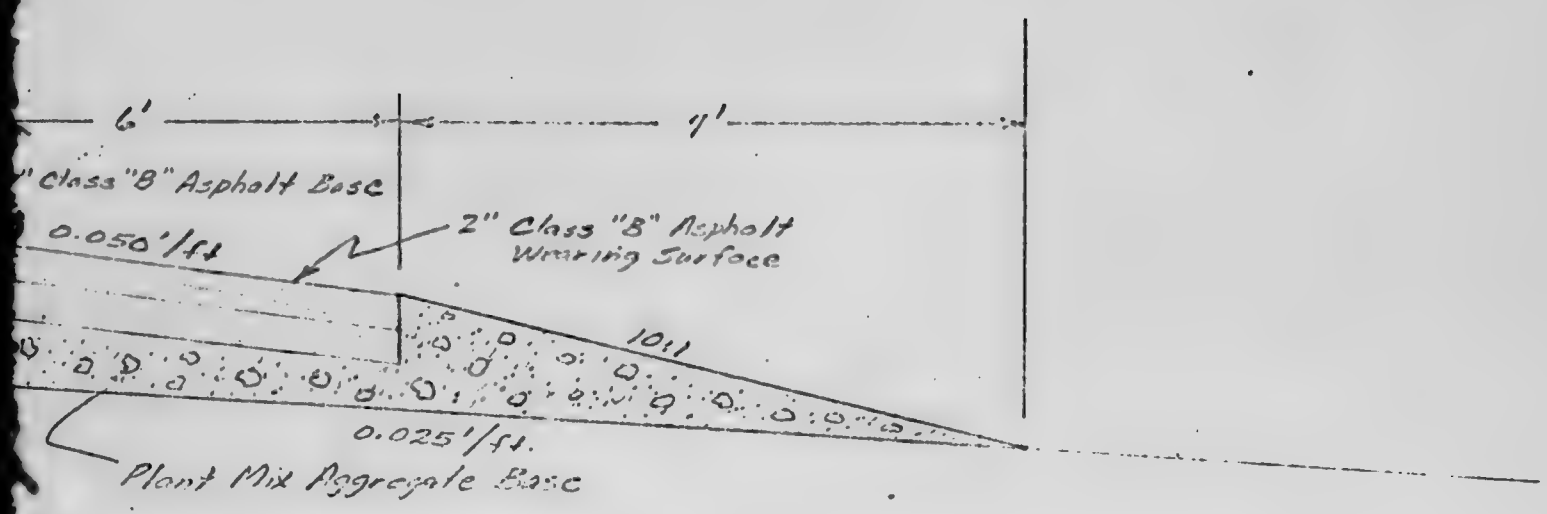


TYPICAL SECTION

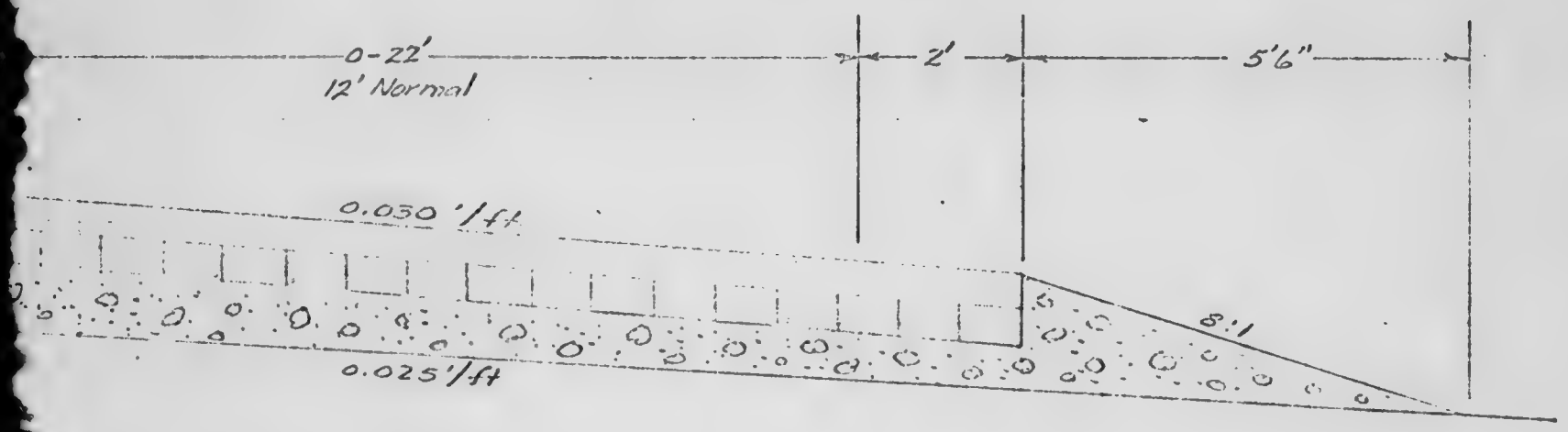


SPEED CHANGE LANE

For Surfacing Details See Typical Section



TYPICAL SECTION



SPEED CHANGE LANE
For Surfacing Details See Typical Section

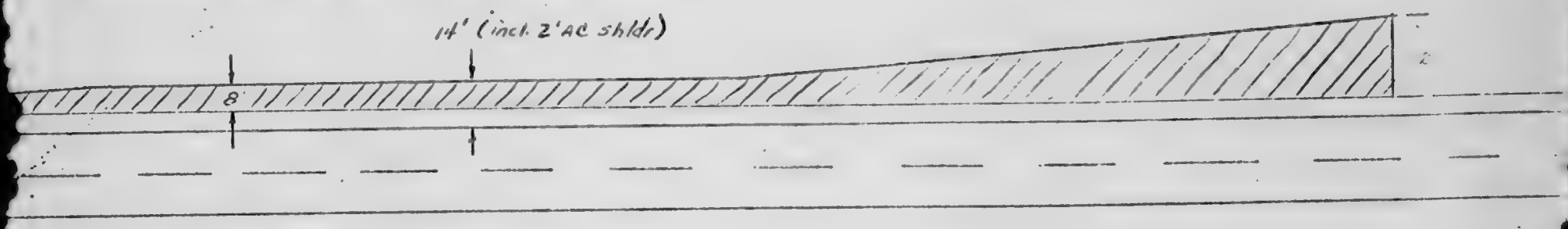
Additional widening for speed change lanes

Surface Area: 9,976 sq. ft.

Depth 4"

Quantity 247.8 tons Class "B" AC
14.10 tons AC. in mix
(80 cu.yd PMAB)(1.92) = 153.60 +

...nal widening for speed change lanes



Surface Area: 9,976 sq. ft.

Depth: 4"

Quantity 247.8 tons Class "B" AC
14.10 tons AC. in mix
(80 cu.yd PMAB)(1.92) = 153.60 tons

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 21, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Stage III Pavement Widening
Hubbard Interchange-Woodburn Section

Instructions have been received from Assistant State Highway Engineer H. S. Coulter to widen the inside shoulder to 13 feet for use as an 11 foot travel lane during stage III traffic.

Discussions have been held with FHWA Engineer Paul Riedl. He informally denies participation. This was after he consulted with Division Engineer Glen Green. He further indicated if we wanted a formal reply, a formal request would be necessary. Estimates of quantities involved and cost at contract unit prices are:

Asphaltic Concrete including liquid asphalt	14,300 tons @ $8.20 per ton	$117,000
Stone Base	28,700 tons @ $3.60 per ton	$103,000
	Total Estimated Cost	$220,000

A typical section of the proposed construction is attached. It calls for an average 14" depth paving on the 3 foot widening. However, the above estimate is based on the bottom average 6" thickness being rock. If paving is used full depth, the total estimate of cost is $270,000.

Please formally apply to the FHWA for participation. This is highly necessary from a traffic safety standpoint. Otherwise the outside traffic lane will have an 8" dropoff at the very edge of the traffic lane and for a period they will be running immediately adjacent with no separation to the steel for the third lane.

There are some other incidentals in this proposal. There will be barrels to delineate the buffer lane. There will also have to be some temporary lines at the overcrossing structures. It is possible the FHWA may require removal of the 3 foot pavement widening.

In the meantime we are proceeding with contacting the contractor to reconfirm his prices. We need your concurrence to formalize the agreement with the contractor. We should not delay this response to the contractor for the full period of time that it will take to get a formal reply from the FHWA.

GW/jc

Attach.

cc: Jim Chaney

Mr. Winer and I talked 5-22-73 with regards to placing only 4" total A.C. on the 3 foot widened shoulder median. This will reduce the estimated cost by about $37,000.

Jim E. Chaney

OREGON STATE HIGHWAY DIVISION
JAMES E. CHANEY Resident Engineer
RECEIVED
MAY 23 1973
NOTED
RES ENGR | ASST | ASST | INSP | INSP | OTH

7693

August 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 15

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost to install horizontal drains in the cut west of Station 982 to drain sub-surface water infiltrating the roadway embankment area at this location. The contractor is not properly equipped nor staffed to perform this work. The State has the necessary equipment and trained personnel to perform this work most economically. It is considered in the public interest to have this work performed by State Forces.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $2,500, with Federal participation in the amount of $2,250. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer August 10, 1973.

Your approval as of August 10, 1973 is requested.

BMW:dg
Attach.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 17, 1973

TO Memo to the Files

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT State Street Traffic Control
Hubbard Interchange-Woodburn Section

Resident Engineer, James E. Chaney's very excellent August 14, 1973 report of the advantages and disadvantages of the two main alternate striping proposals for stage 3 traffic was discussed at three meetings Wednesday, August 15:

Morning --------- C. T. Keasey, Jim Chaney, Warren Mueller and the undersigned.

Early Afternoon - H. S. Coulter, C. T. Keasey, C. O. Fredrickson and the undersigned.

Late Afternoon -- Glen Hossner and the undersigned.

Alternate "A" provides for the maximum utilization of the permanent pavement constructed under stage 2. It cost $46,648.00. Its lane lines fall in the permanent wheel tracks and miss the permanent lane lines, sawed joint, and construction joint by 3 feet. The Region Office is of the opinion this plan should not be utilized in extremely poor weather. There is also the temporary lane line erasure problem.

Alternate "B" matches the permanent lane lines but requires a 3 foot inside shoulder widening at an estimated $106,854.00 cost. The price differential of $60,206.00 is its disadvantage. There is no lost time or conflict between temporary and permanent striping. One lane is all black the other all white. There is no conflict between construction joints and the temporary lane lines. There is also more buffer with the contractors stage 3 construction equipment.

Mr. Hossner was adamant that the reasons given by Mr. Chaney were not sufficient to justify the additional $60,206.00 expenditure. He further indicated that even if we wanted to make the change with the State bearing the entire price differential, he would first have to check with his region.

As soon as AC Paving recommences, we are at the practical point of no return. Mr. Coulter will be advised Thursday, August 16.

GW/ek
cc: H. S. Coulter ✓
C. T. Keasey
Jim Chaney

7693

624-1084

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 16, 1973

TO Jim Chaney
RESIDENT ENGINEER

FROM Gerald Wimer ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT SB Truck Scale Elimination
Hubbard Interchange - Woodburn Section

Assistant State Highway Engineer, H. S. Coulter has approved the plan to relocate the illumination poles from the island at the southbound truck scale. He had in mind the plan that did not necessitate for relocating Bonneville line.

FHWA District Engineer, Glen Hossner has reluctantly approved. He asked that we secure a better lighting plan by narrowing the truck scale shoulder where its width is in transition. This would allow the relocated poles to be on a more uniformed spacing. This will necessitate some pavement removal that will be a participating item.

Please negotiate a PA at your early convenience.

GW/ek
cc: H. S. Coulter
C. T. Keasey
Glen Hossner

7693

bc: H. S. Coulter
C. O. Frederickson
E. V. Hall
J. W. Valentine

OREGON STATE HIGHWAY DIVISION

Utility Unit
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 15, 1973

Mr. Thomas Kornelis
Chief, Branch of Land
Bonneville Power Administration
P. O. Box 3621
Portland, OR 97208

Dear Mr. Kornelis:

Proposed Crossing Agreement
Hubbard Interchange-Woodburn Intrchng. Sect.
Woodburn Interchange-Hayesville Intrchgn. Sect.
Pacific Highway
Marion County
Your Ref: Oregon City-Chemawa
Transmission Line

Attached are sketches showing the areas of encroachment on your Oregon City-Chemawa Transmission Line easements within the limits of our Hubbard Interchange-Woodburn Interchange Section and Woodburn Interchange-Hayesville Interchange Sections of the Pacific Highway. The land rights have been researched and the sketches color shaded to reflect current status of encroachments.

Copies of Transmission Line Easement, from OSHD to BPA, dated 31 May 1957; Electric Power Transmission Line permit, from OSHD to BPA dated 26 August 1957; Approach Road Permit, from OSHD to BPA dated 14 March 1958; and Bargain and Sale Deed, from OSHD to Marion County, dated 2 June 1960; which pertain to easement rights on your Oregon City-Chemawa Line are enclosed for your information.

The sketches and easement documents are being supplied for your review and concurrance in the existing land rights as set forth on the sketches. Upon completion of your review, please advise which sketches will be required for exhibits to the proposed crossing agreement.

NOTED
H.S. COULTER

RECEIVED
AUG 16 1973

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:db

August 15, 1973

The Honorable Mark O. Hatfield
United States Senator
463 Old Senate Office Building
Washington, D.C. 20510

Dear Senator:

The lighting which is being installed between the Woodburn Interchange and the Hayesville Interchange on Interstate 5 is for the purpose of providing illumination for the safety of the public during the construction of this project. The use of this lighting will be similar to that currently being used between the Hubbard Interchange and the Woodburn Interchange. It is temporary and is to be removed at the completion of the project.

The construction of these two projects is extremely difficult due to the necessity of handling and providing for the high density of traffic. During both of these projects, it will be necessary to shift traffic from one side to another and during most of the life of both contracts, there will be sharp or abrupt edges of concrete adjacent to the lanes of traffic.

We believe elimination of the lighting provisions would create an accident potential which could not be tolerated. The use of the lights has contributed greatly to highway safety during the performance of these activities so far, and we feel that their use is amply justified.

If I can be of any further assistance, please advise.

Sincerely,

George M. Baldwin
Director of Transportation

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter

AEJ:ja FBK:srb :lr

JOHN L. MC CLELLAN, ARK., CHAIRMAN
WARREN G. MAGNUSON, WASH.
JOHN C. STENNIS, MISS.
JOHN O. PASTORE, R.I.
ALAN BIBLE, NEV.
ROBERT C. BYRD, W. VA.
GALE W. MC GEE, WYO.
MIKE MANSFIELD, MONT.
WILLIAM PROXMIRE, WIS.
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DANIEL K. INOUYE, HAWAII
ERNEST F. HOLLINGS, S.C.
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THOMAS F. EAGLETON, MO.
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EDWARD W. BROOKE, MASS.
MARK O. HATFIELD, OREG.
TED STEVENS, ALASKA
CHARLES MC C. MATHIAS, JR., MD.
RICHARD S. SCHWEIKER, PA.
HENRY BELLMON, OKLA.
THOMAS J. SCOTT, CHIEF CLERK
JAMES R. CALLOWAY, COUNSEL

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

July 25, 1973

Mr. George M. Baldwin
Administrator of Highways
Oregon Department of Transportation
307 Highway Building
Salem, Oregon 97310

Dear George:

Recently, I have received letters from Oregon concerning the lighting system for the Portland-Salem stretch of Interstate 5. The lighting is criticized as excessive in this new era of energy shortages.

Would you please apprise me of the details of this lighting system so that I may better answer my constituents on this subject.

As you know, I am greatly concerned with energy use and conservation. Enclosed is a copy of my recent analysis of the current U.S. energy situation which you may find of interest.

Thank you for your attention to this matter.

Kindest personal regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:shj
Enclosure

RECEIVED
STATE HWY ENGR
JUL 30 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUL 30 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

7698

TRANSMITTAL SLIP DATE 8-13-73

BALDWIN	ACCOUNTING	LEGAL	SECRETARY
PORTER	BRIDGE	MAINTENANCE	SIGN SHOP
EDWARDS	CONSTRUCTION	PROGRAM & PLANNING	TRAFFIC
SHAW	COUNTY AND CITY	PARKS	TRAVEL
KLABOE	DATA PROCESSING	PERMITS	WEIGHMASTER
JOHNSON	DESIGN	PERSONNEL	FILES
HUNTER	EQUIP. SHOPS	PUBLIC INFORMATION	MAIL
WOLFE	B. P. R.	RADIO	REGION ☐
SIPPRELL	LABORATORY	RIGHT OF WAY	E. S. H. B.

ATTENTION: H.S. Coulter

FROM: C T Kenney

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Attached is Region II pitch for widening of inside shoulder on this job if we have to carry it through the winter in present state. Please advise final decision.

CTK

OSHD E 100 (REV. 9-71) 31°67782-734

TRANSMITTAL SLIP DATE 9-5

BALDWIN	CITY-COUNTY	MATERIALS	
KLABOE	CONSTRUCTION	OFFICE ENGINEERING	
JOHNSON	EQUIPMENT-SHOPS	PARKS	
HUNTER	ENVIRONMENTAL	PERMITS & WEIGH.	
SCHROEDER	FINANCE	PERSONNEL	SECRETARY
COULTER	FHWA	PLANNING	SIGN SHOP
ADM ASSISTANT	LOCATION	PUBLIC AFFAIRS	TRAFFIC
BRIDGE DESIGN	MAINTENANCE	RADIO	FILES
CHIEF COUNSEL	MANAGEMENT SERVICES	RESEARCH	MAIL
		RIGHT OF WAY	ESHB
		ROAD DESIGN	REGION ☐

ATTENTION: C. T. Kenney

FROM: H. S. COULTER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☒ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☒ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS

Return pictures to Region ?

9-5-73 Reviewed W/ file

OSHD E 100 (REV. 8-73) 31°79019-734

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE August 1, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Temporary Stage Three Shoulder
Hubbard Interchange-Woodburn Section
Pacific Interstate Highway

Assistant State Highway Engineer, E. S. Hunter recently instructed Regional Engineer, C. O. Fredrickson to consider a 6-foot temporary shoulder on the right side of stage three traffic. This would allow traffic on that stage to utilized the two ultimate inside lanes.

Assistant Resident Engineer, C. V. Lehman, Junior's July 23, 1973 report and its attachments are attached. You will note the estimated cost is $265,000.00 which would reduce to $235,000.00 if the southerly 2.7 miles of the northbound lanes are omitted. Besides the cost, this proposal has a staging problem to both construct and remove the temporary shoulder.

This office still favors the widening of the inside shoulder 3-feet at an estimated cost of $183,000.00. That proposal envisioned utilizing the inside permanent shoulder as one of the temporary stage three traffic lanes. It would have a 2-foot paved shoulder. That plan has no staging problems. It also incorporates utilizing the permanent lane lines. It also has a full 12-foot shoulder between the edge of the stage three traffic and a vertical pavement edge.

May we have your reconsideration of the inside widening plan? Will you also advise Mr. Hunter of our findings and disposition relative to his proposal?

GW/ek
Attachs.
cc: Jim Chaney

RECEIVED
AUG 14 1973
Office of
Assistant State Highway Engineer

7690

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COLLIER

DATE August 13, 1973

TO R. N. Bothman, METROPOLITAN ENGINEER

FROM C. O. Fredrickson, REGION ENGINEER

SUBJECT Traffic Control
Interstate 5
Hubbard Int.-Woodburn Int. Section

Your teletype No. 4, dated August 8, 1973, suggested turning off the lineal lighting on the subject section of highway, closing the 50 MPH signs on the subject section of highway and smoothing out the patches on the black-top areas now carrying traffic. Each of these subjects has been given considerable thought by the personnel in Region 2 and the following decisions were made during the period when the project was held up by the recent operating engineers' strike.

The conditions existing on this section of highway, both with and without the lights on, was investigated by myself, the Region Construction Engineer, the Resident Engineer, and the Assistant State Highway Engineer. It was decided that it was in the best interests of the public to leave the lighting on, even in view of the current power crisis. This subject was covered in a letter from Mr. George Baldwin to Mr. Sam R. Haley, Director of the Department of Transportation, dated June 28, 1973. At that time, it was decided that the lights were amply justified and that they would be left on.

The section of highway between the Hubbard Interchange and the Woodburn Interchange is not, at the present time, free of driving hazards. It is felt by this office that the 50 MPH sign should be left open during the period while the traffic was driving along side the exposed 8-inch vertical face of concrete or the small amount of reinforcing steel, which is still in place on the south end of the northbound lanes. This subject was thoroughly discussed with the Assistant State Highway Engineer and with the Oregon State Police.

Patching is being done by State maintenance crews as the need arises. We realize that the surface of the highway is rougher than we would like it to be, but, due to the restrictions of manpower and time, we have had to patch only those sections which were the worst.

RECEIVED

Thank you for your suggestions. We appreciate your interest in the condition of the Highway and wish that the section could be completed, so that some of these irritating features could be removed.

COF/lt

cc: H. S. Coulter
C. T. Keasey

7693

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

RECEIVED
STATE HWY ENGR
AUG 3 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

NOTED
A. E. JOHNSON
8/6/73

August 2, 1973

Talked to Jim Sorem & Jack Sollis. Then to Johnson. The basic bill has been paid. Still discussing attorneys fees, etc.
PSK
8-13-73
cp Keasey Fredrickson

Mr. Fred B. Klaboe
Administrator, State Highway
Engineer
State Highway Building
Salem, Oregon 97310

Re: Notice of Claim Contract No. 7693 -
Hubbard Interchange - Woodburn Interchange
Section - Marion County

NOTED
F. B. KLABOE

Dear Mr. Klaboe:

The statute referred to by Mr. Lohman is attached hereto. The statute provides that the public contractor may pay such claim to the person furnishing the labor or services and charge the amount of the payment against the funds due or to become due the contractor by reason of his contract.

NOTED
H.S.COULTER

This is strictly a discretionary matter and it is not mandatory that the claim be paid.

Mr. Lohman called me and talked to me for about a half hour or 45 minutes on the fact that his client was in dire circumstances and needed the money and that there was no use having a statute on the books like this if the Highway Division wasn't going to utilize it as a means of paying his client the money he rightfully had coming.

It does not appear that there is any way at all the division can lose if they do decide to pay the amount that the subcontractor has coming, however, I would not advise paying any more than the base amount of $1,662.24 and let them fight over the attorney fees and other expenses with the contractor.

If you have any further questions regarding this matter, I am at your disposal.

Sincerely,

Jack L. Sollis
Assistant Attorney General

mlm
Encl.

and properly to execute the contract shall forfeit the bid security that accompanied his bid. The bid security shall be considered as liquidated damages and as a penalty for failure of the bidder to enter the contract and bond. The bid security of unsuccessful bidders may be returned to them when the bids have been rejected and the contract has been awarded, but may not be retained by the public body after the contract has been duly signed.

[4]

Effect of ORS 279.010 to 279.028 and 279.060 to 279.090. All laws, charters, ordinances, resolutions, rules and regulations of any public body applying to bidding requirements for contracts for public improvements are superseded in so far as they conflict with ORS 279.010 to 279.028 and 279.060 to 279.090. It is discretionary with a public body whether work for the maintenance or minor alteration of a public improvement shall be done by contract or with the public body's own forces, and if done by the public body's own forces it is not necessary to call for competitive bids.

[7]

Exceptions to certain requirements of ORS 279.060. Subsection (1) of ORS 279.060 does not apply to a people's utility district organized under ORS chapter 261, any port, any county with a population of less than 100,000 as determined by the last federal census of the State Board of Higher Education or any city or school district in such county, an electric or water utility owned by a city and managed through a board or commission established by the city charter, or any public body when constructing a public improvement to be used to supply agricultural, domestic, municipal or industrial water.

[9]

PUBLIC CONTRACTS GENERALLY

Definitions for ORS 279.310 to 279.320. As used in ORS 279.310 to 279.320, unless the context otherwise requires:

"Public contract" means a contract with the state, county, school district, municipality, municipal corporation or subdivision thereof.

"Public body" includes the State Accident Insurance Fund and the Department of Revenue.

[1953 c.131 §3]

279.312 Conditions of public contracts concerning payment of laborers and materialmen, contributions to Industrial Accident Fund, liens, and withholding taxes. Every public contract shall contain a condition that the contractor shall:

(1) Make payment promptly, as due, to all persons supplying to such contractor labor or material for the prosecution of the work provided for in such contract.

(2) Pay all contributions or amounts due the Industrial Accident Fund from such contractor or subcontractor incurred in the performance of the contract.

(3) Not permit any lien or claim to be filed or prosecuted against the state, county, school district, municipality, municipal corporation or subdivision thereof, on account of any labor or material furnished.

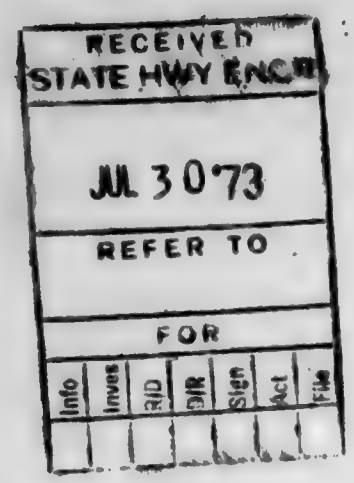
(4) Pay to the Department of Revenue all sums withheld from employes pursuant to ORS 316.167.

[Amended by 1953 c.131 §3; 1957 c.586 §14; 1965 c.26 §1; 1969 c.493 §76]

279.314 Condition concerning payment of claims by public officers. (1) Every public contract shall also contain a clause or condition that, if the contractor fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, county, school district, municipality, municipal corporation or subdivision thereof, as the case may be, may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract.

(2) The payment of a claim in the manner authorized in this section shall not relieve the contractor or his surety from his or its obligation with respect to any unpaid claims.

279.316 Condition concerning hours of labor. Every public contract shall also contain a condition that no person shall be employed for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases the laborer shall be paid at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holiday



ROBERT LOHMAN
ATTORNEY AT LAW
5505 RIVER STREET
WEST LINN, OREGON 97068
656-5915 OR 656-8235

NOTED
JACK L. SOLLIS

July 27, 1973

Mr. Fred B. Claboe
Administration & State
Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Notice of Claim Contract No. 7693-Hubbard Interchange-Woodburn Interchange, Marion-Clackamas County

Dear Mr. Claboe:

This writer represents John E. Adams who was employed by Matich Corporation for work, labor and services on the above contract.

I request your reconsideration of my former request for advanced payment of my client's claim. In my letter of July 9, I requested the officer representing the state to assist my client by advancing to him the money he earned for the services rendered to the contractor. This request in effect had been refused by C. W. Head, Administrative Services Manager.

I enclose the following:

a. Photo copies of my client's daily time sheets, his agreement with contractor, and the amount he earned.

b. A copy of the statement of account to Anderson, Hannan, Rogers, and Matich.

c. A copy of my July 9, 1973 letter to Anderson, Hannan, Rogers, and Matich, making demands for the balance of my client's pay for the sum of $1,844.30 and

d. A copy of my July 9, 1973 letter to Mr. C. W. Head, Oregon State Highway Division; Clay Myers, Secretary of State; Glen Jackson, Oregon State Highway Dept.; C. O. Fredrickson, Regional Engineer.

This date I have discussed my client's claim with Mr. Jack Sollis, Deputy Attorney General for the Highway Department, with reference to ORS 279.314 and he recommended that I direct my client's request to you.

I am further informed that the Matich Company is no longer located in Woodburn Oregon and has, infact, returned to California. It is under these circumstances that I do believe our legislators had adopted the

said ORS 279.314. The contractor,Matich,has neglected to make prompt payment to my client for his labor and services. If my client is required to wait for payment or to enforce his rights in the future, he shall suffer irreparable harm. It is for this reason that I asked that you exercise your right under the said ORS 279.314 and advance my client's claim in the sum of $1,844.30, and charge the amount of payment against the funds due or to become due to contractor's Anderson, Hannan, Rogers, and Matich.

Awaiting your response.

Respectfully yours,

ROBERT LOHMAN

RL:dls
Enclosures

DAILY TIME SHEET

OREGON DUMP TRUCK ASSOCIATION INC.

9208 - P.W.C. H.F. 140571-11

Name JOHN E. ADAMS Telephone [illegible]

Address 1231 N.E. 181 Place

City Portland State ORE. Zip 97230

Driver JOHN E. ADAMS Date MAY 7 1975

Truck No. #3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP

Address I-5 Wood River OREGON

City _____

Job Location I-5 Wood River area

Time Started 6:30 A.M. Lunch _____ Time Finished 9:30 A.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	WOOD RIVER	I-5	11	2½
Time of Pour				
		TOTALS		

Driver's Signature [signature]

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature _____

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

DAILY TIME SHEET

OREGON DUMP TRUCK ASSOCIATION INC.

No. 9209 W.C. A.F.I.N. 871

Name J. H. & E. Adams Telephone 665-4453

Address 1951 N.E. 15th Place

City Portland State Ore. Zip 97232

Driver J. H. & E. Adams Date 5-16-75

Truck No. 1 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer Matich Corp

Address Woodburn Ore.

City _____

Job Location I-5 Woodburn Ore.

Time Started 6:30 A.M. Lunch 11:00-12:00 Time Finished 4:00 P.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Concrete	Woodburn	I-5	IIII	9
		TOTALS	10	9 HRS.

Driver's Signature John E. Adams

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature [illegible]

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

DAILY T[illegible] SHEET

No. 9210 .. # 1495 //

OREGON DUMP TRUCK ASSOCIATION INC.

Name JOHN E. HOAG Telephone 665-4455

Address 1201 N.E. 1ST PLACE

City HILLSBORO State ORE. Zip 97123

Driver J. E. & HELPER Date MAY 11, 1975

Truck No. 3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer MITCH CORP.

Address WOODBURN ORE.

City _____

Job Location I-5 WOODBURN ORE

Time Started 6:30 A.M. Lunch ½ HR Time Finished 6:00 P.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	WOODBURN	I-5	3	
		TOTALS		11 HRS.

Driver's Signature J. E. Hoag

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. L. Tuckey

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

DAILY T E SHEET

№ 9211 $453.75

Name John E. Adams Telephone 665-4458

Address 1231 N.E. 189 Place

City Fairview State ORE. Zip 97230

Driver John E. Adams Date 5-14-73

Truck No. 3. Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer Matich Corp

Address Wood Burn Oregon

City _____

Job Location I-5 Wood Burn ORE

Time Started 6 00 P.M. Lunch _____ Time Finished 11 00 A.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	PLANT	I-5.	11	5
SAND	SALEM	I-5 - PLANT	1	
		TOTALS		5 HRS.

Driver's Signature John E. Adams

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W L Tucker

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

DAILY TIME SHEET

No. 9212

A.F. 2871

Name John E. Adams Telephone 665-4458

Address 1231 N.E. 189 Place

City Portland State Oregon Zip 97230

Driver John E. Adams Date May 17, 1973

Truck No. 3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer Matich Corporation

Address Woodburn Oregon

City Job 102-248

Job Location I-5 Woodburn Oregon

Time Started 6:00 A.M. Lunch 11-11:30 Time Finished 4:00 P.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Concrete	Woodburn plant	I-5 Woodburn	9	9½
		TOTALS		9½

Driver's Signature John E. Adams #156 75

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. F. Tuckey

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9213

DAILY TIME SHEET

A.F 142871

Name John E. Adams Telephone 665-445

Address 1231 N.E. 189 Place

City Portland State ORE. Zip 9723

Driver John E. Adams Date May 18, 197

Truck No. 3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer MATICH CORP. -102-248

Address Wood Burn Oregon.

City _____

Job Location Wood Burn Oregon I-5

Time Started 6:00 A.M. Lunch 1 HR. Time Finished 5:30 PM

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	Wood Burn Plant	I-5	13	10 1/2
		TOTALS	13	10 1/2

Driver's Signature John E. Adams #173 25

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature _____

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9214

DAILY TIME SHEET

AF 142871

Name JOHN E. ADAMS Telephone 665-4458

Address 1231 N.E. 189 PLACE

City PORTLAND State ORE Zip 97230

Driver JOHN E. ADAMS Date MAY 21, 1973

Truck No. 3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP.

Address WOODBURN OREGON 102-248

City _____

Job Location I-5 WOODBURN OREGON

Time Started 6 00 A.M. Lunch 1 HR. Time Finished 7 00 P.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	WOODBURN-plant	I-5 WOODBURN	16	12
		TOTALS	16	12

Driver's Signature John E. Adams 11198.00

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature _____

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

DAILY TIME SHEET

No. 9215

OREGON DUMP TRUCK ASSOCIATION INC.

Name JOHN E. ADAMS Telephone 665-4458

Address 1731 N.E. 139 PLACE

City PORTLAND State ORE. Zip 97230

Driver JOHN E ADAMS Date 7-22, 1973

Truck No. 3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer MATICH CORP

Address WOOD BURN OREGON

City _____ 105-248

Job Location I-5 WOOD BURN OREGON

Time Started 6 A.M. Lunch 1 HR. Time Finished 6:30 P.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	WOODBURN PLANT	I-5 WOODBURN	16	11 1/2
		TOTALS	16	11 1/2

Driver's Signature John E. Adams #189 75

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. J. Tuttle

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

№ 9216

DAILY TIME SHEET

A.F 142871

Name JOHN E. ADAMS Telephone 665-4458

Address 1331 N.E. 189 PLACE

City PORTLAND State ORE. Zip 97230

Driver JOHN E. ADAMS Date May 23, 197

Truck No. 3 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16 50 per hour / ton / yard / other _____

Contractor or Employer MATICH CORP.

Address WOODBURN OREGON

City _____

Job Location I-5 WOODBURN ORE. 103-348

Time Started 6 00 A.M. Lunch _____ Time Finished P.M.

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	WOODBURN plant	I-5	1	5
Sand	PLANT-to PAC SAND-TO PLANT			1
		TOTALS		6

Driver's Signature John E. Adams #99 00

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the ra of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employe agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even thou no suit or action is filed on this account; however, if suit or action is filed, the amount of su reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Orego Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signities same t be correct by his signature below.

Signature _____

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

DAILY T E SHEET

OREGON DUMP TRUCK ASSOCIATION INC.

№ . 9217

Name JOHN E. ADAMS Telephone 665-445

Address 1231 N.E. 189 PLACE

City PORTLAND State ORE Zip 9723

Driver JOHN E. ADAMS Date MAY 25, 1973

Truck No. 5 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP

Address WOODBURN OREGON

City _____

Job Location I-5 WOODBURN OREGON 102-24

Time Started 5:00 P.M. Lunch ½ HR. Time Finished 1:45

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	WOODBURN PLANT	I-5.	10	8¼
		TOTALS	10	8¼

Driver's Signature John E Adams 5/31 1

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the ra of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employ agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even thou no suit or action is filed on this account; however, if suit or action is filed, the amount of su reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oreg Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same be correct by his signature below.

Signature _____

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9186

DAILY TIME SHEET

F.I.C. 14287

OREGON DUMP TRUCK ASSOCIATION INC.

Name JOHN E. ADAMS Telephone 665 4458

Address 1231 N.E. 189TH PLACE

City PORTLAND ORI State OREGON Zip 97230

Driver JIM PICKETT Date 5/9/73

Truck No. 37 Trailer No. _____ Capacity 12 ton/yard

Rate $ 16.50 (per hour) ton / yard / other _____

Contractor or Employer MATICH CORP.

Address I 5 WOODBURN ORE

City _____

Job Location I 5 WOODBURN ORE.

Time Started 6:30 Lunch 11-11.30 Time Finished 12.00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	I5 WOODBURN	I5 WOODBURN	111	630
SAND	PACIFIC SAND	I5 WOODBURN	1	830
CONCRETE	I5 WOODBURN	I5 WOODBURN	1	10.30
		TOTALS	5	3.30

Driver's Signature J. Pickett

This account due and payable on the 10th day of the month following the date hereof.

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If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. L. Tuckey

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9187

DAILY TIME SHEET

AF 142871

Name John E. Adams Telephone 665 4458

Address 1231 N.E. 187th Place

City Portland State ORE Zip 97230

Driver J. Rickett Date 5/10/73

Truck No. 37 Trailer No. _____ Capacity 12 ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer Match Corp

Address I 5

City Woodburn ORE.

Job Location I 5 Woodburn

Time Started 6:30 Am Lunch 11-1130 Time Finished 400

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Concrete	I5 Woodburn	I5 Woodburn	IIII	6 30 4 00
			IIII	
			III	
		TOTALS	13	9 HRS

Driver's Signature J. J. Puckett

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. L. Tucky

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9188

DAILY TIME SHEET

499.12

Name John E. Adams Telephone 665 4158

Address 1231 N.E. 189 Place

City Portland State ORE Zip 97230

Driver J. Puckett Date 3/11/73

Truck No. 37 Trailer No. _____ Capacity 12 ton (yard)

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP

Address I 5 WOODBURN ORE

City _____

Job Location I 5 WOODBURN

Time Started 6:30 Lunch 11-1130 Time Finished 6:15

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	I5 WOODBURN	I5 WOODBURN	IIII	6 30
			IIII	
			III	
			IIII	6:15
		TOTALS		11 ¼ HRS

Driver's Signature J J Puckett

This account due and payable on the 10th day of the month following the date hereof.

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A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. L. Tuckly

Original–White Copy. Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9189

DAILY TIME SHEET

P. U. C. 142871

Name John E. Adams Telephone 665 4458

Address 1231 N.E. 139TH PLACE

City PORTLAND State ORE Zip 97230

Driver T. PUCKETT Date 5-14-73

Truck No. 37 Trailer No. _____ Capacity 12 ton (yard)

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP

Address I 5

City WOODBURN ORE.

Job Location I 5 WOODBURN

Time Started 6:00 AM Lunch _____ Time Finished 11:00 AM

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	I 5 PLANT	I5 WOODBURN	III	600 830
SAND	PACIFIC SAND	I5 WOODBURN	I	830 1100
		TOTALS	4	5 HRS

Driver's Signature T. Puckett

This account due and payable on the 10th day of the month following the date hereof.

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If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. F. Tuckey

...l—White Copy; Yellow—Job Copy; Pink—Driver Copy; Goldenrod—Extra Copy

No. 9190

DAILY TIME SHEET

OREGON DUMP TRUCK ASSOCIATION INC.

Name JOHN E. ADAMS Telephone 665458

Address 1231 N.E. 189TH PLACE

City PORTLAND State ORE Zip 97230

Driver T. PUCKETT Date 5/17/73

Truck No. 37 Trailer No. _____ Capacity 12 ton/yard

Rate $ 16.50 per hour / ton / yard / other _____

Contractor or Employer MATICH CORP.

Address I 5

City WOODBURN ORE.

Job Location I 5 WOODBURN

Time Started 6:00 AM Lunch 11:45-12:15 Time Finished 4:00

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	I5 WOODBURN	I5 WOODBURN	9	
		TOTALS	9	9½

Driver's Signature T. Puckett #156.75

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. F. Tuckey

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9191

DAILY TIME SHEET

Name John E. Adams Telephone 665 4458

Address 1231 N.E. 189TH Place

City Portland State Ore Zip 97230

Driver T. Puckett Date 5/18/73

Truck No. 37 Trailer No. _____ Capacity _____ ton/yard

Rate $ $16.50 (per hour) / ton / yard / other _____

Contractor or Employer Matich Corp

Address I 5

City Woodburn Ore.

Job Location I 5 Woodburn 102-248

Time Started 6 AM Lunch 10:5-20:5 Time Finished 5:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
Concrete	I5. Woodburn	I5 Woodburn	14	6:00 AM 5:30 PM
		TOTALS	14	10 ½

Driver's Signature T. Puckett $173.25

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account, however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. F. Tuckey

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No. 9192

DAILY TIME SHEET

Name JOHN E. ADAMS Telephone 665-4158

Address 1231 N.E. 189TH PLACE

City PORTLAND State ORE Zip 97230

Driver JAMES PUCKETT Date 5/21/73

Truck No. 37 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP

Address I 5 WOODBURN ORE.

City _____

Job Location I 5 WOODBURN ORE. 102-248

Time Started 6:00 AM Lunch 1 HR Time Finished 6:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	I5 WOODBURN	I5 WOODBURN	15	
		TOTALS	15	11½

Driver's Signature J. Puckett $189.75

This account due and payable on the 10th day of the month following the date hereof.

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If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87'

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. R. [illegible]

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

No 9193

DAILY TIME SHEET

OREGON DUMP TRUCK ASSOCIATION INC.

Name JOHN E ADAMS Telephone 665 4458

Address 1231 NE. 189TH PLACE

City PORTLAND ~~ORE~~ State ORE Zip 97230

Driver JAMES PUCKETT Date 5/22/73

Truck No. 37 Trailer No. _____ Capacity _____ ton/yard

Rate $ 16.50 (per hour) / ton / yard / other _____

Contractor or Employer MATICH CORP

Address I5

City WOODBURN ORE.

Job Location I5 WOODBURN 102-248

Time Started 6:00 AM Lunch 1HR Time Finished 6:30

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
CONCRETE	I5 WOODBURN	I5 WOODBURN	16	
		TOTALS	16	11 1/2 HRS

Driver's Signature J J Puckett

$189.75

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 12% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statutes, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Signature W. F. Tucker

Original–White Copy; Yellow–Job Copy; Pink–Driver Copy; Goldenrod–Extra Copy

STATEMENT OF ACCOUNT

TO: Anderson, Hannan, Rogers, and Matich
3427 N.E. Halsey
Portland, Oregon

PRESENTED BY: John E. Adams, Trucking

FOR: Drivers Services and Rental Services $16.50 per hour.

RE: Highway Contract No.7693, Hubbard Interchange-Woodburn Interchange, Pacific Highway, Marion and Clackamas County.
Period of time covered May 9 thru and including May 25, 1973.

TRUCK NO.	BILL NO.	HOURS WORKED	DATE	AMOUNT
#3	9208	2 1/2	5/9/73	
3	9209	9	5/10/73	
3	9210	11	5/11/73	Total Hours 27 1/2
3	9211	5	5/14/73	TOTAL $453.75
37	9186	5	5/9/73	
37	9187	9	5/10/73	
37	9188	11 1/4	5/11/73	Total Hours 30 1/4
37	9189	5	5/14/73	TOTAL $499.12
3	9212	9 1/2	5/17/73	
3	9213	10 1/2	5/18/73	
3	9214	12	5/21/73	
3	9215	11 1/2	5/22/73	
3	9216	6	5/23/73	Total Hours 57 3/4
3	9217	8 1/4	5/25/73	TOTAL $952.87
37	9190	9 1/2	5/17/73	
37	9191	10 1/2	5/18/73	
37	9192	11 1/2	5/21/73	Total Hours 43
37	9193	11 1/2	5/22/73	TOTAL $709.50

TOTAL AMOUNT DUE $2,615.24

July 9, 1973

On June 29, 1973 paid	$ 953.00
Balance due	1,662.24
Attorney fee to date	175.00
Long Distance phone calls	6.06

$1,844.30 Balance due

July 9,1973

Mr. C.W.Head
Oregon State Highway Division
Salem, Oregon

C.O. Fredrickson
Regional Engineer
E. Salem, Highway Bldg.
Salem, Oregon

Clay Myers
Secretary of State
Salem, Oregon

Glen Jackson
Oregon State Highway Dept.
Salem, Oregon

Re: Notice of Claim Contract No.7693-Hubbard Interchange-Woodburn Interchange, Marion-Clackamas County

Gentlemen:

Enclosed please find Notice of Claim and Affidavit in the above entitled matter.

I would appreciate your assistance and consideration of advancing to my client for the services rendered to the Contractor as set f forth in ORS 279.314, wherein "if the contractor fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, ***may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract."

Thanking you for your kind cooperation and awaiting your response.

Respectfully yours,

RL:hfl
Enc.

ROBERT LOEHAN

July 9, 1973

Mr. Matich
Anderson, Hannan, Rogers & Matich
3427 N.E. Halsey
Portland, Oregon

Re: John E. Adams Trucking

Dear Mr. Matich:

This writer represents John E. Adams Trucking.

Enclosed please find a statement of account showing a present balance of $1,844.30 together with interest at 10% per annum on the unpaid balance from June 1, 1973, until paid.

Request is hereby made that said amount be remitted to my client by return mail. On June 28, 1973 we had informed you that the unpaid balance was $2,615.24, since said date, and on June 29, 1973 via Mr. Duffy, project foreman, $953.00 had been paid with a promise that the balance would be paid on or before July 3, 1973. This promise had not been kept. My client has incurred attorney fees because of your failure to pay in the first instance as required by your agreement with him..

Please be advised that if payment is not made as requested herein, my client shall assert his rights through the State of Oregon and against your Bond, and in addition any additional interst and attorney fees.

Under separate cover Notice of Claim is being filed with an affidavit requesting a copy of the Contract and Bond.

Awaiting your remittance to my client for the sum requested in the amount of $1,844.30, plus interest at 10% per annum on the balance.

Respectfully yours,

ROBERT LOHMAN

RL:hfl
Enc.

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 3, 1973

Anderson-Hannan-Rogers-Matich
3427 N. E. Halsey Street
Portland, Oregon 97213

RE: Hubbard Interchange-Woodburn
Interchange Section
Pacific Highway
F.A. Project No. I-5-5(52)274
Contract No. 7693
On-the-job Training

Gentlemen:

This is to inform you of the approval of the Teamster trainee in lieu of the Operating Engineer trainee as requested by subcontractor Ray Kizer Construction Company.

The State will participate in your training costs as specified in the contract.

You are reminded that an approved copy of the training program is to be provided the trainee. Upon completion of the training or termination for any reason, the trainee is to receive a completion certificate showing the type of training and number of hours satisfactorily completed.

Very truly yours,

C. T. Keasey
Construction Engineer

By
J. L. Widmer
Assistant E.E.O. Officer

JLW:fw

cc: H. S. Coulter
Gene Huntley
C. O. Fredrickson
James E. Chaney - (w/att.)

RECEIVED
AUG 3 1973
Assistant State Highway Engineer

NOTED
H.S.COULTER

7693

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section
Contract No. 7693
On-the-Job Training

DATE: July 30, 1973

In reply refer to: 10-35-DA/961

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your July 26, 1973 letter submitted training for one Teamster trainee on this project. This Teamster is being exchanged for the existing Operating Engineer. The proposed training program meets the requirements of the training special provisions under FHWA Order Interim 7-2(2) and is approved.

G. L. Green

RECEIVED
STATE HWY ENGR
AUG 1 '73
REFER TO
Coun Co.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy ltr

8-1-73
cy Contr

NOTED
H.S. COULTER

agg

7.93

3620 S.W. Hillside Drive
Portland, Oregon 97221
July 28, 1973

Editor
The Oregonian
1320 SW Broadway
Portland, Oregon 97201

Dear Sir:

I want to thank C.S. Armitage of Vancouver, Wn. for his letter of July 28, correcting my correction of the Highway Department's grammar. His letter serves to point out two issues: (1) that there are still a few of us who care about the English language and (2) that English is indeed a very complex and subtle subject. The grammar reference I am using (Foerster-Steadman, Writing and Thinking) is obviously not so thorough as Mr. Armitage's references; it merely makes the distinction between "formal" and "colloquial" use, permitting the indicative for the latter but not for the former. I felt, as did Mr. Armitage, that the message of thehhighway sign is, indeed, important and, therefore, "formal" usage (i.e., the subjunctive) is called for.

In any event we have given the Highway Department's sign a lot of play and perhaps have caused a few drivers to "slow down", as requested. It IS important!

Very truly yours,

NOTED
E. S. HUNTER

Ms. Elizabeth Bergman

Thanks for your letter!
Don't change it!

F. B. KLABOE
NOTED

RECEIVED
STATE HWY ENGR
JUL 31 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc: Highway Department
F.B. Klaboe

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7693

July 27, 1973

Mr. Fred B. Claboe
Administration & State
Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: Notice of Claim Contract No. 7693-Hubbard Interchange-Woodburn Interchange, Marion-Clackamas County

Dear Mr. Claboe:

This writer represents John F. Adams who was employed by Matich Corporation for work, labor and services on the above contract.

I request your reconsideration of my former request for advanced payment of my client's claim. In my letter of July 9, I requested the officer representing the state to assist my client by advancing to him the money he earned for the services rendered to the contractor. This request in effect had been refused by C. W. Read, Administrative Services Manager.

I enclose the following:

a. Photo copies of my client's daily time sheets, his agreement with contractor, and the amount he earned.

b. A copy of the statement of account to Anderson, Hannan, Rogers, and Matich.

c. A copy of my July 9, 1973 letter to Anderson, Hannan, Rogers, and Matich, making demands for the balance of my client's pay for the sum of $1,844.30 and

d. A copy of my July 9, 1973 letter to Mr. C. W. Read, Oregon State Highway Division; Clay Myers, Secretary of State; Glen Jackson, Oregon State Highway Dept.; C. O. Fredrickson, Regional Engineer.

This date I have discussed my client's claim with Mr. Jack Sollis, Deputy Attorney General for the Highway Department, with reference to ORS 279.314 and he recommended that I direct my client's request to you.

I am further informed that the Matich Company is no longer located in Woodburn Oregon and has, infact, returned to California. It is under these circumstances that I do believe our legislators had adopted the

said ORS 279.314. The contractor,Matich,has neglected to make prompt payment to my client for his labor and services. If my client is required to wait for payment or to enforce his rights in the future, he shall suffer irreparable harm. It is for this reason that I asked that you exercise your right under the said ORS 279.314 and advance my client's claim in the sum of $1,844.30, and charge the amount of payment against the funds due or to become due to contractor's Anderson, Hannan, Rogers, and Matich.

Awaiting your response.

Respectfully yours,

ROBERT LOHMAN

RL:dls
Enclosures

P

Y

RECEIVED
JUL 30 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7693

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 26, 1973

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Hubbard Intchge.-Woodburn Intchge.
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
On-The-Job Training

Dear Sir:

Attached for your review are four copies of a Teamster training program as submitted by subcontractor, Ray Kizer Construction Company, on the above project.

Ray Kizer Construction Company proposes to train one Teamster trainee in lieu of one Operating Engineer trainee. The availability of trainees and the type of work remaining on this project make this program revision desirable.

Your approval of the revised training program as outlined above is requested.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Asst. EEO Officer

JLW:fr
Attachments

bc: H. S. Coulter
Gene Huntley

RECEIVED
JUL 26 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 25, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. I-5-5(52)274

FROM L. N. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 14

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion & Clackamas

The order covers removal of wasted concrete along the PCC paving adjacent to Stage II traffic lines. The removal work is necessary for protection and safety of the traveling public. This work is the contractor's responsibility, however, no work was performed by the contractor's forces when requested and State forces subsequently had to remove the wasted concrete. The cost of this work will be deducted from the contractor's payments.

Attached are copies of a letter from the Regional Construction Engineer.

This work was discussed with the Federal Highway Administration Area Engineer on July 20, 1973.

Your concurrence in the performance of this work on a non-participating basis is requested.

Attach.

JK:dgk

7693

July 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Notification Contract Work Completed

Contract 7693, Work Completed Unit "A" January 25, 1973
Unit "B" April 9, 1973

Project Hubbard Intchge.-Woodburn Intchge.

Highway Pacific

Counties Marion and Clackamas

VG:dg

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, Price Agreement No. 32

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This agreement covers the cost of hauling and placing Class "C" asphaltic cement to reinforce the weakened portions of the Stage II shoulders. Also covered by this agreement is the cost of removing that portion of this reinforcement required for the Stage III construction work. This work is necessary due to the shoulder area breaking up under the heavy traffic through the work area.

A copy of the Engineer's letter of explanation, of the sketch maps showing the work areas and of the cost justification by the Chief Cost Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer April 16, 1973.

Your approval as of April 16, 1973 is requested.

Attach.

BMW:dgk

#7692

July 19, 1973

Mrs. Elizabeth Bergman
3620 SW Hillside Drive
Portland, OR 97221

Dear Mrs. Bergman:

Thank you for sending us a copy of your July 13 letter to the Editor of the Oregonian.

We are aware of our grammatical error on the overhead sign on Interstate 5 near Woodburn. It has been called to our attention, which is gratifying, in a way, as it shows people do read the signs. Our primary concern in highway signing is safety and information for motorists. It would cost several hundred dollars to correct the error, and I hope you agree with me that it isn't worth it.

As for the missing question mark on the other sign you mentioned, we do not normally use punctuation on any highway signs. We appreciate your interest.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:ms

bc A. E. Johnson
E. S. Hunter
L. E. George
Gary Sund

3620 S.W. Hillside Drive
Portland, Oregon 97221
July 13, 1973

Editor
The Oregonian
1320 SW Broadway
Portland, Oregon 97201

Gentlemen:

Just south of the Canby cut-off on the Salem freeway, hangs a large metal highway sign, reading:

PLEASE SLOW DOWN
WE WOULDN'T ASK IF IT WASN'T IMPORTANT

Tell me, do you think the sign would be less effective if it WERE also grammatically correct?

Very truly yours,

Elizabeth Bergman
Mrs. Elizabeth Bergman

P.S. I thought of asking also why there was no ? after the follow-up sign which reads in part, IF NOT -- WHY NOT, but I decided that that must be in the interests of economy. Isn't it

cc: Highway Dept.

RECEIVED
STATE HWY ENGR
JUL 16 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUL 16 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7693

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 19, 1973

TO G. L. Green, Division Engineer
[redacted]
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Price Agreement Order No. 4 Supplemental No. 1

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion & Clackamas

The supplemental Agreement covers a reduction in the price for "Plant Mix Aggregate Base" incorporating a modification of the gradation requirements to permit the use of 3/4" - 0 aggregates in lieu of the specified 1" - 0 aggregates. Since the original agreement was processed on a nonparticipating basis, it has been determined that a major portion of this work falls within the participating limits of the project. It is estimated that 24,871 tons be paid for on a participating basis and 2,339 tons on a nonparticipating basis.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer along with the justification of costs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 18, 1972.

Your approval as of April 18, 1972 is requested.

Attach.

JK:pr

7695

624-1084

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7693

DATE July 18, 1973

TO Jack Sollis
ASSISTANT ATTORNEY GENERAL

Russ

FROM Gerald Wimer
ORIGINAL SIGNED BY GERALD WIMER
REGIONAL CONSTRUCTION ENGINEER

SUBJECT John E. Adams
Trucking Claim
Hubbard Interchange
Woodburn Interchange Section

Attached is a July 9, 1973 letter from Robert Lohman, Attorney at Law, 5505 River Street, West Linn, Oregon 97068, telephone 656-5915 or 656-8235. Also attached are the three attachments to Mr. Lohman's letter.

Mr. Lohman represents John E. Adams trucking. He is making claim in the amount of $2,615.24 for truck rental and drivers wages furnished on the subject project between May 9 and May 25, 1973.

By a copy of this letter and its attachments to Resident Engineer, Jim Chaney, he is requested to advise whether John E. Adams trucking is a subcontract or whether the wages involved are covered by certified payrolls. Also any other information he may have on the matter.

Please provide the necessary response to Mr. Lohman. Please note his letter was also addressed to Secretary of State, Clay Myers; Transportation Commission Chairman, Glen Jackson; and Highway Division Secretary, C. W. Head.

GW/ek
Attachs.
cc: Carroll Keasey
C. W. Head ✓
Jim Chaney

NOTED
C. W. HEAD

7693

6th Pl Hwy

July 18, 1973

Mr. John A. Bond
Construction Administration Engineer
Highway Division
Highway Building
Salem, Oregon

Re: Hubbard Interchange - Woodburn
Contract No. 7693
15 Mile Per Hour Signing

Dear Mr. Bond:

With regard to the claim on this file for additional payment for placing 50 mile per hour signs on each side of the north bound lane and on each side of the south bound lane by the contractor, it is my opinion after reviewing the plans that they were ambiguous as regards this particular item, and the intent of the Highway Division that the signs be placed on each side of the north bound as well as on each side of the south bound lanes was not clearly indicated by either the specifications or the plans.

It is my opinion that because of this apparent ambiguity, that the contractor is entitled to reimbursement for the added cost of placing signs on each side of the north bound and south bound lanes rather than just the east side of the north bound lanes and the west side of the south bound lanes.

The drawings and the notations accompanying the drawings do not spell out in clear and unambiguous language the fact that the signs were to be placed on each side of the north bound and each side of the south bound travel lanes.

Sincerely,

Jack L. Sollis
Assistant Attorney General

bem

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1973

NOTED
JACK L. SOLLIS

SUBJECT: Hubbard Intchge.-Woodburn
Contract No. 7693
50 MPH Signing

To: Jack L. Sollis
Assistant Attorney General

FROM: John A. Bond
Construction Administration Engineer

RECEIVED
JUL 16 1973
LEGAL

We still have not secured FHWA participation in our proposed adjustment in favor of the contractor to cover what we believe to be the additional 50 MPH signs which we required that he place on this project. FHWA has had the benefit of our complete file including your May 24 letter to Mr. Wimer on the subject.

I believe we can secure FHWA approval yet if we emphasize that the basis of our adjustment is to correct an "ambiguity" in our contract plan.

In accordance with our recent discussion, would you kindly give me a further statement as to whether you think we have a contract "ambiguity" here and if so, what the State's resulting responsibility is. With this in hand, I will take another run at FHWA.

JAB:fw

7693

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 18, 1973

TO Memo to the File

FROM R. D. Asburry
Assistant Office Engineer

SUBJECT Hubbard Intchge.-Woodburn Intchge.
Pacific Highway
Contract No. 7693

On this date, Assistant State Highway Engineer, H. S. Coulter, advised this office that approval had been given for the non-assessment of liquidated damages on contract time limit, Unit B of the subject contract.

RDA:dg

cc H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. Gallagher

7693

Claim 4908

FILED
JUL 18 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUL 18 10 21 AM '73
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
7-19-73 RO

OREGON STATE HIGHWAY DIVISION

July 16, 1973

Robert Lohman
Attorney at Law
5505 River Street
West Linn, Oregon 97068

Dear Mr. Lohman:

This is to acknowledge your letter of July 9, 1973, which included Notice of Claim, Affidavit for Request of Contract and Bond and a Statement of Account.

The claim filed on behalf of your client, John E. Adams, in the amount of $1,844.30, appears to be in reference to our Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

The sureties for this contract are General Insurance Company of America and The Travelers Indemnity Company. We will notify them of your client's claim which has also been filed with the Secretary of State by a copy of your letter to us.

As requested in the "Affidavit of Person Requesting Copy of Contract and Bond Pursuant to O.R.S. 279.515", we are enclosing a certified copy of the contract and performance bond for Contract No 7693.

It is not our practice to make direct payment to a subcontractor unless directed by the surety involved. We are forwarding a copy of your letter to our Chief Counsel, Mr. Walter Barrie.

We will appreciate notification upon satisfaction of your client's claim.

Very truly yours,

C. N. Head

C. N. Head, Manager
ADMINISTRATIVE SERVICES

NOTED
C. N. HEAD

cc Andersen, Hannan, Rogers & Matich
The Travelers Indemnity Company
General Insurance Company of America

Walt Barrie
bc E. B. Klaboe
C. O. Fredrickson
Hon. Clay Meyers Please ack. receipt of the attached claim on the encl. copy of this letter.

E-123

ROBERT LOHMAN
ATTORNEY AT LAW
5505 RIVER STREET
WEST LINN, OREGON 97068
656-5915 OR 656-8235

July 9,1973

Mr. C.W.Head
Oregon State Highway Division
Salem, Oregon

C.O. Fredrickson
Regional Engineer
E. Salem, Highway Bldg.
Salem, Oregon

Clay Myers
Secretary of State
Salem, Oregon

Glen Jackson
Oregon State Highway Dept.
Salem, Oregon

Re: Notice of Claim Contract No.7693-Hubbard Interchange-Woodburn Interchange, Marion-Clackamas County

Gentlemen:

Enclosed please find Notice of Claim and Affidavit in the above entitled matter.

I would appreciate your assistance and consideration of advancing to my client for the services rendered to the Contractor as set forth in ORS 279.314, wherein "if the contractor fails, neglects or refuses to make prompt payment of any claim for labor or services furnished to the contractor or a subcontractor by any person in connection with the public contract as such claim becomes due, the proper officer or officers representing the state, ***may pay such claim to the person furnishing the labor or services and charge the amount of the payment against funds due or to become due the contractor by reason of his contract."

Thanking you for your kind cooperation and awaiting your response.

Respectfully yours,

ROBERT LOHMAN

RL:hfl
Enc.

NOTICE OF CLAIM

STATE PUBLIC WORKS

TO: C.W. HEAD
Oregon State Highway Division
Salem, Oregon

CLAY MYERS
Secretary of State
Salem, Oregon

GLEN JACKSON
Oregon State Highway Dept.
Salem, Oregon

FOR: CONTRACT NO.7693
Hubbard Interchange-
Woodburn Interchange
Marion-Clackamas County

C.O. FREDRICKSON
Regional Engineer
E. Salem Highway Bldg.
Salem, Oregon

Notice is hereby given that the undersigned JOHN E. ADAMS TRUCKING has a claim for truck rental and drivers wages furnished for the above highway improvement during the period of May 9 through May 25, 1973 inclusive in the sum of $2,615.24, together with interest at the rate of 10% per annum on the past due amount and reasonable attorney fees and collection costs even though no suit or action is filed on this account against the Bond taken from Anderson, Hannan, Rogers and Matich, corporations joint venturing as principal and sureties, General Insurance Company of America and Travellers Indemnity Company, Bonding Companies, for the work of Highway Improvement at the Hubbard Interchange-Woodburn Interchange, Pacific Highway Marion and Clackamas County, Oregon State Highway Contract No.7693.

Notice is given pursuant to O.R.S. Chapter 279.528 and dated this 28th day of June, 1973.

JOHN E. ADAMS, TRUCKING

By: John E. Adams

July 9, 1973.

On June 29, 1973 paid	$ 953.00
Balance due	1,662.24
Attorney fee to date	175.00
Long Distance Phone Calls	6.06
	$1,844.30 Balance due

John E. Adams

AFFIDAVIT OF PERSON REQUESTING COPY OF CONTRACT
AND BOND PURSUANT TO O.R.S. 279.515

STATE OF OREGON)
)ss
County of Clackamas)

I, JOHN E. ADAMS, being first duly sworn depose and say: That I am the supplier of labor and rental equipment for the prosecution of the work provided in the Oregon State Highway Contract No.7693 Hubbard Interchange - Woodburn Interchange, Pacific Highway, Marion and Clackamas County.

That my claim has not been paid; that the contract to supply driver and equipment is with MATICH COMPANY of Anderson, Hannan, Rogers and Matich, Joint Venturers, and therefore application is hereby made for certified copies of the herein mentioned contract and their respective Bonds.

DATED: June 28, 1973.

John E. Adams

Subscribed and sworn to before me a Notary Public in and for the State of Oregon this 28th day of June, 1973.

Notary Public for Oregon
My commission Expires: 9-14-74

STATEMENT OF ACCOUNT

TO: Anderson, Hannan, Rogers, and Matich
3427 N.E. Halsey
Portland, Oregon

PRESENTED BY: John E. Adams, Trucking

FOR: Drivers Services and Pental Services $16.50 per hour.

RE: Highway Contract No.7693, Hubbard Interchange-Woodburn Interchange, Pacific Highway, Marion and Clackamas County.
Period of time covered May 9 thru and including May 25, 1973.

TRUCK NO.	BILL NO.	HOURS WORKED	DATE	AMOUNT
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37	9186	5	5/9/73	
37	9187	9	5/10/73	
37	9188	11 1/4	5/11/73	Total Hours 30 1/4
37	9189	5	5/14/73	TOTAL $499.12
3	9212	9 1/2	5/17/73	
3	9213	10 1/2	5/18/73	
3	9214	12	5/21/73	
3	9215	11 1/2	5/22/73	
3	9216	6	5/23/73	Total Hours 57 3/4
3	9217	8 1/4	5/25/73	TOTAL $952.87
37	9190	9 1/2	5/17/73	
37	9191	10 1/2	5/18/73	
37	9192	11 1/2	5/21/73	Total Hours 43
37	9193	11 1/2	5/22/73	TOTAL $709.50

TOTAL AMOUNT DUE $2,615.24

July 9, 1973

On June 29, 1973 paid	$ 953.00
Balance due	1,662.24
Attorney fee to date	175.00
Long Distance phone calls	6.06
	$1,844.30 Balance due

7693

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 12, 1973

TO G. L. Green, Division Engineer
~~Bureau of Public Roads, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 16 Supplemental #1

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This supplemental order covers the additional cost to complete the work required to furnish and install and remove guide post in the median area to protect the public during Stage II Construction.

A copy of the Engineer's letter of explanation is attached.

The original order covering this work was approved by your office effective February 22, 1973.

This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 29, 1973.

Your approval as of February 22, 1973 (approval date of the original order) is requested.

Attach.

BMW:dgk

7643

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1973

#1673

SUBJECT: Stage Three Rock Slope
Hubbard Interchange-Woodburn Section

To: G. W. Wimer
Regional Construction Engineer

FROM: John A. Bond
Construction Administration Engineer

Your June 14 letter and attachments proposing the addition of a rock slope on the median side at an added cost of $28,600 have been reviewed by FHWA.

FHWA will not participate in this proposal. We should not do it without participation. We recommend that the median fill and topsoil be backed up against the new AC shoulder as per existing plan before moving to the Stage Three traffic.

We believe the contractor would have some obligation to pursue the work in this sequence in accordance with 107.08 and 105.17.

RECEIVED
JUL 11 1973
Office of
Assistant State Highway Engineer

JAB:fw

cc H. S. Coulter

7693

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 9, 1973

TO C. W. Head — Vince Gallagher
John Bond — John Herr

FROM V. E. Skoog, Controller
By: R. J. Hacek, Contract Acctg. Supv.

SUBJECT Contract No. 7693
Anderson-Hannan-Rogers-Matich

Attached is a copy of a letter and State Treasurer's Receipt No. 791 advising us of the receipt of Time Certificate of Deposit in the amount of $100,000 from Anderson-Hannan-Rogers-Matich in lieu of retainage on the above numbered contract.

A carbon of the original Treasurer's receipt will be filed (in the Contract File) in the Secretary's office.

Attachments
RJH:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 791

Received for Account of Anderson-Hannan-Rogers-Hatich

Address 3427 N.E. Halsey St. Portland, Oregon

Date July 3, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	158059	1	100,000				100,000.00
7.50% Dated June 29, 1973							
Due Oct. 9, 1973							
First National Bank of Oregon, Portland, Oregon							
							100,000.00

Purpose of Deposit In lieu of retainage On State Highway Contract No. 7693

Authority ORS 279-575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 5, 1973

Anderson-Hannan-Rogers-Matich
3427 N.E. Halsey Street
Portland, Oregon

Gentlemen:

Enclosed please find State of Oregon Safekeeping Receipt No. 791, dated July 3, 1973, Time Certificate of Deposit, 7.50% dated June 29, 1973, Due October 9, 1973, Number 158059 in the amount of $100,000.00.

This T.C.D. is in lieu of retainage on State Highway Contract No. 7693.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By:

Merle Crowe
Cashier

Enclosure

cc: Oregon State Highway Dept.
C. Dick Hacek

cc: 1st National Bank of Oregon, Portland
John Sherwood

COPY

7693

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: June 27, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange - Woodburn Interchange

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Reference is made to Mr. Young's letter dated June 22, concerning State Force Order No. 12.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The added protection of the traveling public is necessary during the strike period and the state forces can perform the work as the contractor does not wish to cross the picket lines.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. Total estimated amount of the order is $1,500.00 with Federal participation at $1,350.00. A signed copy of the order is returned herewith.

G. L. Green

Enclosure
State Force Order No. 12

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

RECEIVED
STATE HWY ENGR
JUN 29 '73
REFER TO
FOR

0 + cy
6-29-73

Cy w/

(Rev. 8-70)

STATE COPY G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7122

APPLYING TO CONTRACT PROJECTS

Order No. 12

Section Hubbard Interchange-Woodburn Interchange Date June 12, 1973

Highway Pacific F.A.P. No. I-5-5(52) 274

County Marion & Clackamas Prefix 624-1034 Account No. 274-12

Description of Work To Be Done: Place 4" wide reflectorized tape on 55 gallon drums.

Location by Station Numbers: Sta. 672+00 to 1149+00 throughout entire project.

6-12-73

G. K. Hansmen

Estimate of Quantities and Costs:

Equipment	$ 50.00
Material	450.00
Labor	1,000.00
TOTAL	$1,500.00

6-28-73

Explanation: Placement of reflectorized tape around the orange and white painted drums would give additional protection and safety to the traveling public at night. The Contractor has been struck by the Union and cannot perform this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account number assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$11,428,752.39
Present estimate of project cost, including $1,500.00 for work under this order	$11,428,752.39
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: Wm E. Chenoweth
Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

SP*70830-731

7273

Teeples and Thatcher, Inc.

June 22, 1973

REGION 2 ENGINEER
RECEIVED
JUN 25 1973
RE | RCE | TRME | RTE | RDE | ULE | GFO | TA

Routing
3 Keasey
1 Bond
1 Jackgerd
Hardt
Johnson
Walker
Penn
Glenn
Berg

RECEIVED
JUN 26 1973
CONSTRUCTION SECTION

NOTED
H. S. COULTER

Mr. C. O. Fredrickson
Region Engineer
Oregon State Highway Division
Region 2
2960 E. State Street
Salem, Oregon 97310

1649

Re: Pipe Boring at Station 980
Hubbard Interchange - Woodburn
Interchange - I-5

Dear Mr. Fredrickson:

As you know, we have been unable to proceed with the pipe boring work at Station 980, because of the refusal of Local 701 to man the job or to remove its pickets.

Your resident office had suggested a method of proceedings with the work which I had hoped would be successful. This has not worked out.

Teeples & Thatcher continues to be willing to accommodate the State in accomplishing this work. If you or your people have any further suggestions on how this might be accomplished, please do not hesitate to call so that we can discuss it.

In that this work is being performed on a force account basis, we know that you are concerned about the State's liability in the event the work is unable to proceed. Despite our position that any loss arising from the stoppage of the work or from the consequences of insufficent culvert capacity is solely the State's responsibility, we continue to extend our cooperation in minimizing your expenses by any reasonable method you may suggest.

Sincerely,

TEEPLES & THATCHER, INC.

Jim L. Gonzales

cc: Andersen-Hannan, Rogers, & Matich

6/26/73
Copy to Coulter
per John Bond
FW

cc C.T. Keasey w/attach
Jim Chaney " "

RECEIVED
JUN 27 1973
Office of
Assistant State Highway Engineer

9850 s.e. Otty Road · P.O. Box 66235 · Portland, Oregon 97266 · Phone 503/775-1551

Teeples and Thatcher, Inc.

June 22, 1973

Mr. Russ Joy
Operating Engineers Local 701
1529 S. W. 12th Avenue
Portland, Oregon

Dear Mr. Joy:

Enclosed is another copy of a letter from the Oregon State Highway Division regarding the urgency of our work at Engineers Station 980 on Interstate 5.

Because of your picketing activity at our jobsite, we have been prevented from completing this emergency work.

We have made every effort to secure your cooperation in completing this work for the benefit of the public and the tax payers. Despite our efforts, you have refused to cooperate.

It is our position that, in the event of any loss or damage to the State of Oregon or to private parties by reason of the stoppage of this work, Local 701 and you personally will be liable for all consequences.

Sincerely,

TEEPLES & THATCHER, INC.

Jim L. Gonzales

cc: Oregon State Highway Division
Region 2
Anderson-Hanan, Rogers, & Matich
Richard Bristow, AGC

Encl.

cc C. T. Kenney
Jeri Chaney

P.O. Box 66235 · Phone 503/775-1551

Teeples and Thatcher, Inc.

June 22, 1973

Andersen-Hannan, Rogers, & Matich
P. O. Box 215
Aurora, Oregon 97002

Re: Pipe Boring at Station 920
Hubbard Interchange - Woodburn
Interchange, I-5

Gentlemen:

We have received a copy of the State's letter of June 20, 1973 to you.

We want you to know that we have made every conceivable effort to proceed with this work, consistent with the State's request. However, because of the refusal of Local 701 to remove their pickets, we continue to be unable to proceed with the work.

If you need any information or have any suggestions in this matter, please call me.

Sincerely,

TEEPLES & THATCHER, INC.

Jim L. Gonzales

Jim L. Gonzales

cc: Oregon State Highway Division
Region 2

cc C. T. Kaercy
Jesse Chaney

8850 s.e. Otty Road • P.O. Box 66235 • Portland, Oregon 97266 • Phone 503/775-1551

7693

June 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 12

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of placing 4-inch reflectorized tape around the painted drums placed along the roadway as guides for the traveling public. The use of this tape will increase the safety and protection to the public.

This work will be done by State forces due to the contractor being struck by the labor union and unable to perform the work.

The estimated cost of this work is $1,500 with Federal participation in the amount of $1,350.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 12, 1973.

Your approval as of June 12, 1973 is requested.

Attach.

BMW:dg

.7693 — 6-20-72 — 1 of 1

TRANSMITTAL SLIP DATE 6-20-72

BALDWIN	CONSTRUCTION	MAINTENANCE	SECRETARY
EDWARDS	COUNTY AND CITY	PARKS	SIGN SHOP
KLABOE	DATA PROCESSING	PERMITS	TRAFFIC
SHAW	DESIGN	PERSONNEL	TRAVEL
JOHNSON	EQUIP. SHOPS	PLANNING	FILES
HUNTER	FHWA	PROGRAMING	MAIL
SCHROEDER	LABORATORY	PUBLIC AFFAIRS	E. & H. B.
ACCOUNTING	LEGAL	RADIO	REGION
BRIDGE	LOCATION	RIGHT-OF-WAY	

ATTENTION:

FROM: H. S. COULTER

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS

Not approved —
Incomplete Engineering

OSHD E 100 (REV. 6-72)

Orig. to Constr. for
Return to Region
6-20-72

H. S. COULTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Routing: Keasey, Bond, Jackmond, Kurtz, Johnson, Pease, Glenn, Berg

RECEIVED
JUN 20 1973
CONSTRUCTION SECTION

Salem, Oregon
June 13, 1973

To:
C. T. Keasey
Construction Engineer
Salem, OR 97301

SUBJECT: Section Hubbard Int.-Woodburn Int.
Highway Pacific
Contract 7693
Prefix 624-1084

L

Attached for your approval please find 2 copies of Order For State Force Work #13 for the subject project. Work (has/~~has not~~) started, if started the date June 12, 1973.

Due to the strike by the union the Contractor cannot acquire a sufficient work force to expedite the removal of reinforcing steel adjacent to the travel lanes. In due consideration for the safety and protection of the traveling public, State Forces are assisting in the work.

Discussed with Mr. C. O. Fredrickson, Region Engineer June 11, 1973.

Jim E. Clancy
Resident Engineer

Telephone approval was/was not received. If so, from whom and date, _____. B.P.R. Representative has/has not been contacted and his approval has/has not been received as of _____.
Date

REMARKS:

Recommend for approval

_____
Division Engineer

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS,
AND STATE FORCE ORDERS

Region II

Project Name Hubbard Int.-Woodburn Int. Contract No. 7693

Circle One: ~~EA~~ ~~ENG~~ SFO No. 13

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		XX	
Reasons why work is necessary.		XX	
Has work started:	Yes	XX	
	No		
	Date Started	XX	
Cost justification for price agreements.			
Credit for salvaged material:	None	XX	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	XX	
	Date received		
	Who discussed		
FHWA approval:	Not received	XX	
	Date received		
	Who discussed		
Required signatures on order form.		XX	

Comments:

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7693

APPLYING TO CONTRACT PROJECTS

Order No. 13

Section Hubbard Interchange-Woodburn Interchange Date June 13, 1973

Highway Pacific F.A.P. No. I-5-5(52) 274

County Marion & Clackamas Prefix 624-1084 Account No. 279-13

Description of Work To Be Done: Assist in removing reinforcement steel from area adjacent to travel lanes.

Location by Station Numbers: Sta. 1032 - 1098 and 1112 - 1149 N.B.
Sta. 1029 - 1149 S.B.

Estimate of Quantities and Costs:

Labor	$5,000.00
Equipment	200.00
TOTAL	$5,200.00

Not approved
H. Camilleri

Explanation: Contractor cannot acquire a sufficient work force to expedite the work due to strike by union.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$11,428,752.38	
Present estimate of project cost, including $5,200.00 for work under this order	$11,428,752.38	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0	

Space to right of this line is for use of Salem Office

Submitted by: James E. Chaney
Resident Engineer

Approval Recommended: Arnold Tonsi
Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: .....
Construction Engineer

SP 72630-734

7693

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
H. S. COULTER

June 20, 1973

Andersen-Hannan, Rogers, & Matich
P. O. Box 215
Aurora, Oregon 97002

Re: Hubbard Int.- Woodburn Int.
Contract 7693
Pipe Boring at Sta. 980

Gentlemen:

Due to the critical nature of the pipe installation at Engineers Station 980 it has become a prime concern of the State that this work be completed as soon as possible. The work on this installation consists of placing a 36" culvert inside the existing 60" culvert and placing a 42" culvert parallel to the 36" culvert. Work on the 36" culvert has been completed but as of this date the work on the 42" culvert has been suspended. 198 ft. of the 42" pipe has been placed, and 122 ft. remains to be installed.

The installation of this pipe is of utmost importance because of the following reasons:

1. Should the pipe be left without jacking any length of time it will freeze in position and we will not be able to complete pushing the pipe through the fill.

2. In the event of heavy rains ponding could occur upstream with possible inundation of homes and farmland, since the 36" culvert is not capable of handling a heavy runoff.

3. Ponding could continue to a point at which water would cross the freeway, damaging both the fill and closing Interstate 5 to traffic. I5 is the main arterial freeway north-south through Oregon between Washington and California.

For these reasons we request that you make every effort to continue this work.

Sincerely yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
REGION ENGINEER

COF:lb

cc: F. B. Klaboe
H. S. Coulter
J. Chaney

7693

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1973

7693

Mr. J. D. Higgins
2537 S. E. 75th Avenue
Portland, OR 97206

Dear Mr. Higgins:

We are aware of our grammatical "boo-boo" on the overhead sign at Woodburn. We're glad you noticed!

In using these signs, our primary concern is saving lives and providing public safety; we think we're doing this. The very fact that people have written to tell us we're wrong, proves they read the signs, and that is what we want them to do!

Thanks for writing.

Very truly yours,

NOTED
A. E. JOHNSON

F. B. Klaboe
State Highway Engineer

bc/att George M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. George
C. O. Fredrickson
(ms)

cy - Gov. Tom
6-15-73

7622

FORM E-30 (REV. 10-69)

Routing: Keasey, Hardt, Johnson, Walker, Peace, Glenn, Berg

RECEIVED
JUN 15 1973
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June ~~11~~ 15, 1973

SUBJECT: Request for Mobile Radios on Construction Projects Woodburn-Hayesville Interchange and S. Tigard Int.-E. Portland Freeway Interchange Sections

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

NOTED
H. S. COULTER

Attached for your further information are additional reports from Regions I and II on their requests for mobile radios for use on the two subject projects.

Both Regions have investigated the feasibility and cost of mobile phones, and the use of "winter assignment" radios, and both still recommend the two-way mobile radios on our own channels.

8-14-73
cys Maint
Reg 1
Reg. 2
Contr.

As for cost savings on the radios now in use on the Hubbard Interchange-Woodburn Interchange project, a discussion of this was presented in Warren Mueller's letter of April 24, previously submitted. There seems to be no good way to put a dollar value on the savings, but it would appear to well outweigh the cost.

Your approval of these additional installations is again recommended.

Approved 4 radios for Woodburn-Hayesville and 4 for I-205 - South Tigard
Work out details w/ Maint. - WJC
ASST. STATE HWY. ENGR.

RECEIVED
JUN 11 1973
Office of Assistant State Highway Engineer

CTK:fw
Enc.
cc L. W. Rulien
C. O. Fredrickson

6-13-72
Scott - My priority would be as follows on both projects:
1 Principal Resident Engineer
2 Resident Bridge Engineer
3 Asst Res. Engr (Grading)
4 Asst Res. Engr (Grading)
5 Asst Res. Engr (Grading)
C. T. Keasey

Contract I-5 south Tigard only 2 of 3, or 4 units - What is your recommended assignment?
Scott

RECEIVED
JUN 15 1973
Office of Assistant State Highway Engineer

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RECEIVED
JUN 6 1973
CONSTRUCTION SECTION

DATE June 5, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Request for Radios on Construction Projects

The following information is in response to your letter requesting a study of the possibility of alternate methods of communication for construction crews.

1. (a) The initial cost of installing winter-use radios would be approximately $100 per unit. This is due to having to purchase new wiring harness for installation in the construction vehicles. Surplus radios which are available would cost approximately one-half of this amount.

   (b) The radio vehicles are transferred to the paving crews for the summer season.

   (c) The construction crews would probably need the radios on a year-round basis.

2. Cost of mobile phones estimated from information received from Pacific Northwest Bell Company.

   $85 installation charge
   $38 monthly charge for one channel
   $ 3/month each additional channel

They recommend at least two channels.
Ten 3-minute calls per month included in monthly charge.
Additional charge of 10¢/minute over 3 minutes.
Additional charge of 30¢/call over 10 calls. A conservative estimate is 5 calls per unit per day, or 100 calls per month per unit.

Estimated cost per unit:

$38	service charge
3	additional channel
$41	
27	90x30¢ additional calls
$68/month/unit	

After consideration of these facts, it is our opinion that neither of the alternatives is satisfactory from the standpoint of cost or service.

Region 1, therefore, requests installation of mobile radios plus a base station as originally proposed.

CTF/cr

FORM K-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 4, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Radio Communications
Woodburn Int.-Hayesville Sec.

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Fesco, Glenn, Berg

RECEIVED
JUN 7 1973
CONSTRUCTION SECTION

My May 7, 1973 letter requesting mobile radio units for use by Resident Engineer E. J. Hall's crew on the Woodburn Int.-Hayesville Section may be modified as follows:

	Mobile Units Requested	
Assignment	Previous	Present
Resident Engineers	2	2
Asst. Resident Engineers	4	3
Accident Investigator	1	1
Chief of Parties	1	0
Total	8	6

Mr. Hall's attached May 25, 1973 letter indicates four of the previously requested eight units could be seasonal from maintenance crews. However, the period of availability from maintenance is too short and the need for these mobiles too important on practically a continuous period that the mobiles requested should be on a year-round basis. Besides, maintenance is phasing out the 50 watters requested.

As to the possible utilization of mobile phones, Mr. Hall had researched this by the attached February 26, 1973 letter which was sent to you by this office March 6, 1973. Mobile telephones are both too costly and the channels too loaded.

You are again urged for early approval of the six mobile radio units presently recommended by this office with "B" and "D" crystals and a base station.

GW/jc

Attach.

cc: Ed Hall

624-1089

FORM E-26 REV 2-68 SP 6470-734

REGION 2 ENGINEER
RECEIVED
MAY 25 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1973

To: C. O. Fredrickson
Regional Engineer

Attn: G.W. Wimer
Regional Construction Engineer

From: E. J. Hall
Resident Engineer

by: Gary Ross
Gary Ross
Assistant Resident Engineer

SUBJECT: Report on 2-Way Radios or Mobile Telephones

Woodburn Inter. - Hayesville Inter. Project

In response to your request to investigate Mr. C.T. Keasey's request the radios on construction projects, please find enclosed a copy of a letter by Ed Hall, dated Febuary 26, 1973, that covers Mobile Phones.

As far as the use of winter assignment radios, the cost of transfering these eight (8) radios two times a year is as follows:

1 Man day to change a unit at $54.00 per day
8 Radios for 8 days, two times a year or a total of
16 man days = $864.00 per year.
For the three year project cost = $2,592.00

We also plan to use D channel which would require a crystal change each time = 1 man hour per radio at $6.00 per hour or $288.00 for the project.

The total cost of using seasonal radios above the permanent installation is: $2,880.00, less initial installation and final removal of 8 man days for $432.00 = $2,448.00.

The limitations of seasonal use is that any construction season may run from 1 April to 1 November and Maintenance said they would make radios available from May 15 to September 15. Three of the radios are for the Bridge crew and they could work all year. Since Ed Hall is the project engineer he should also have year around contact. That leaves four radios that could be seasonal.

It may be noted that by Ed Halls estimate on the cost of a radio for a three year period, we could buy three new radios for what this switching would cost.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Radios
S. Tigard Interchge.-I-205 Section
Pacific Highway (I-5)

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

Attached is a request from Region Engineer L. W. Rulien for assignment of six mobile units and a base station unit to be assigned to Resident Engineer Maury Payne on the subject project which is currently advertised for letting June 7.

Although this section is considerably shorter than the other two sections on I-5 on which radios have either been assigned or are being considered, the traffic handling problems are increased, partly due to the greater traffic volume (38,000 ADT vs. 26,000 ADT) and the necessity for keeping all the interchanges open and in good condition throughout the life of the project.

I recommend that this request be approved.

CTK:fw
Enc.
cc L. W. Rulien

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1973

SUBJECT: Request for Radios
Woodburn-Hayesville Interchange

To: H. S. Coulter
Asst. State Highway Engineer

B U I L D I N G

By a note dated May 15, 1973 you asked me to investigate the possible conflict in radio usage caused by the assignment of radios to engineering crews on the Woodburn-Hayesville Interchange construction project.

I have discussed the matter with F. T. Lacey, District Engineer, and Charlie Johnson, Chief Radio Engineer, and both individuals agree that although there will be additional radio usage involved, such usage will be for the most part limited to the summer season when maintenance usage is normally at a minimum.

It appears there is no reason to limit radio usage for engineering personnel as far as overloading the airways is concerned.

D. H. Moehring
Maintenance Engineer

DHM:mlp

RECEIVED
MAY 18 1973
Office of
Assistant State Highway Engineer

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE May 15, 1973

TO C. T. KEASEY
Construction Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Review of Radio Needs
S. Tigard Interchange - I-205 Section
Pacific Highway

ADT-38,100

In March you suggested that we bring up the matter of radios for our engineering personnel who will handle the subject project at a time closer to the need. This project has now been advertised and it is my understanding that two on-going projects in Region 2 have been allotted radios and that those radios have been beneficial. I am sure that if the warrants exist on these other jobs, that the same logic could be applied to this one.

We would very much appreciate an installation of a base station in the resident engineer's office, which incidentally is shared by both the grading and bridge residents, and we would also appreciate the allottment of six mobile units. Will you please review and advise.

LWR/cr
cc D. R. Moehring
Howard Harris
Maury Payne

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Walker
Fesler
Glenn

RECEIVED
MAY 16 1973
CONSTRUCTION SECTION

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1973

SUBJECT: Request for Radios
Woodburn-Hayesville Interchange

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is a request from Region II for installation of seven mobile radio units and a base station for use on the Woodburn-Hayesville Interchange project.

The use of similar type units on the Hubbard Interchange-Woodburn Section has proved to be very helpful without undue interference with maintenance communications.

In the interests of safety and economy of operation, I would recommend that the units be installed as requested.

CTK:fw
Enc.
cc G. W. Wimer

RECEIVED
MAY 14 1973
Office of
Assistant State Highway Engineer

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 7, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

Routing: Keasey, Bond, Jackmond, Hardt, Johnson, Walker, Peace, Glenn, Berg

RECEIVED
MAY 9 1973
CONSTRUCTION SECTION

SUBJECT Radio Communications
Woodburn Interchange
Hayesville

On March 6, 1973 this office recommended five Mobile radios be assigned to the Woodburn Interchange-Hayesville Project. You concurred March 12th but subsequently withheld the final assignment pending review of the utilization on the Hubbard Interchange - Woodburn Project.

Attached is an April 24, 1973 report from Resident Engineer, James E. Chaney defining that utilization. Also attached is an April 23, 1973 letter from Resident Engineer, E. J. Hall's office stressing that need and requesting seven Mobile Units as well as one Base Station. Subsequently another Assistant Resident Engineer has been assigned to that project which would increase the overall needs to eight.

There are six very distinct reasons for this assignment:

1) LOST TIME - Time spent trying to contact another person on this lengthy project could quickly pay for this equipment.
2) SIGNING CORRECTION - A sign change is needed, it is needed immediately and to have this capability, we need the instant communications of mobile radios.
3) ACCIDENT ASSISTANCE - Whenever there is an accident we should be immediately prepared to assist and/or take defensive measures.
4) ACCIDENT INVESTIGATIONS - The earlier the investigation is commenced, the more complete and positive the information we will be able to report. The investigation would be second priority after providing assistance at the accident scene.
5) STAKING NEEDS - Even with all the preplanning that is going on this project, there will be day-to-day immediate needs that can only be handled through the chief party who should be within radio contact.

6) BETTER CONTROL OF CONTRACTOR - When a contractor has radio communications, as most all of them do nowadays, we will not be able to keep on top of his operations unless we have equal capabilities.

Radio Engineer, Charlie Johnson has five old 50 watt Mobiles reserved for this installation and thinks he can find a Base Station. He wants to complete this installation by June 15th before the new equipment comes in. He should be instructed to proceed.

He should also be instructed to convert both Mr. Chaney's and Mr. Hall's radio equipment to "B" and "D" capabilities. We would then have both crews utilize the "D" channel until they needed to contact Region or Maintenance personnel. The present Salem Base Station cannot be converted to the "D" channel. However, we are in the process of requesting 4-channel equipment for the Regional Office Mobile Radios. The new crystals will cost about $16.00 each and should be charged to the construction prefix. It will take about six weeks to order.

GWW/de

cc: E. J. Hall

FORM H-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon 97071

REGION 2 ENGINEER
RECEIVED
APR 25 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

DATE April 24, 1973

TO Mr. C. O. Fredrickson
Regional Engineer

FROM James E. Chaney
Resident Engineer
By Warren E. Mueller, Resident Bridge Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange
Contract 7693
Mobile Radio Usage Since Their Installation

Mr. Wimer has asked for a review of the mobile radio usage since their installation.

Four mobile sets were installed with various usage. B-22, James Chaney, has been sick so his car has not had as good a record kept on it as some of the others. It was used by Bill Beal at various times and has been very valuable to us to have contact with our inspector, especially on the extensive breakup of the northbound traffic lanes and their patching operations. The mobile radios also made possible the immediate reporting of traffic accidents, which allowed for quick response by police and maintenance crews. The monetary value of these calls cannot be established. The quick response of the police and the subsequent traffic handling saved motorists many hours of delay. This alone is worth many times the cost of the installation of the radios.

Radio B-22, installed 3/20/73, was used 16 times to 4/12/73. Radio B-23, installed 3/29/73, was used 19 times to 4/12/73. Radio B-24, installed 3/21/73, was used 14 times to 4/12/73. Radio B-25, installed 3/22/73, was used 19 times to 4/12/73. The Base Station 211-KOG503 was installed 4/10/73 and was used 6 times to 4/12/73. This Base Station is old and makes considerable noise at times. Its range, due to the low mounting height of the antenna, is limited but is adequate for the job.

The value of the radio in being able to locate people is beyond estimation. Without the radio you can see a person going one direction while you are going the other. An attempt to catch this person or find them can and does lead to several hours of lost time per day.

In conclusion, I believe the radios in our construction vehicles have more than paid for the cost of their installation in time saved the public and in the prompt reporting of the accidents which occurred in the first 3 weeks.

The saving of our time in locating personnel cannot be estimated, but it is enormous. The use of the units has not been extensive and did not interfere with maintenance crews.

In the future, if the number of construction units should increase, I would recommend the addition of a separate channel with the provision for switching to the regular region channel. I would also recommend installing a mobile unit for a base station instead of a regular base station.

FORM S-90 BOH 3-69 SP*6470-724

REGION 2 ENGINEER
RECEIVED
APR 27 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April, 23, 1973

SUBJECT: Two way radios in cars

To: Mr. C. O. Fredrickson
Region Engineer
Region 2
Salem, Oregon

Attention Mr. Gerald Wimer, Region Construction Engineer,

A few months ago our office requested 2 way radios for some of our vehicles. At that time it was decided to place radios in the cars of Jim Chaney and his crew. Since that time these radios have been in use and in talking to them I find they can see the savings. The report of those savings as best as they could determine is included. Due to the time being as short as it was I'm sure there will be further savings as time goes by.

We are once more requesting 2 way radios for members of our crew. We would like to add some comments to this request in support of and in addition to our original request.

We have a man on our crew who has the responsibility of investigating all accidents on our job. He also has inspection of temporary protective and direction measures for traffic, which is a major item in our contract. When this man is on the job a radio would provide a way of contacting him to move him to an accident as close to the time of occurrence as possible. We feel its a must that this man has a radio.

In talking to Warren Mueller, it seems that the radios have been a help to the supervisors but there was a need for at least one more, for the Chief of survey parties. In the brief time that our job has been underway it is obvious that to find a man on a freeway project 13.3 miles long with 3 exits and many back roads is at times a half to a day effort. At this point we are'nt underway so the delay is'nt costing us, however soon that type of delay may come to be dollars. These two extra radios could be used by other persons as well, when the need comes up.

We feel that a base unit is needed in our office. This would let the office contact the field as well as vice versa. We don't think a base station as large as Jim Chaney's would be needed if a smaller one would allow contact. This unit would also let us police the traffic on the air, so that no one on the crew would use the unit indiscriminatly.

Our total request would consist of the following: 7 radios

1 Ed Hall
2 Ed Payton
3 Gary Ross
4 Ron Busey
5 Jim Valentine
6 Chief of parties
7 Accident Investigator

We would appreciate consideration of this request at your earliest convenience.

Ed Hall
Resident Enigneer

Gary L Ross

By Gary Ross
Ass't Resident Enigneer.

SDE PMT CON LRW MCE 95 3-13-73 4.17 PM

7693

C O FREDRICKSON
C L JOHNSON
C T KEASEY 7693
H S COULTER

MR COULTER ~~WAS AUTHORIZED~~ THE INSTALLATION OF TWO WAY MOBILE RADIOS IN FOUR VEHICLES OF RESIDENT ENGINEER CHANEY"S PROJECT HUBBARD INTERCHANGE-WOODBURN SECTION.

THESE RADIOS WILL BE INSTALLED ON A TRIAL BASIS. THE INSTALLATION WILL BE WITH THE EXISTING 50 WATT TUBE TYPE RADIO.

THE INSTALLATION SHALL BE CHARGED TO THE JOB PREFIX, NOT THE EQUIPMENT NUMBER.

DURING THIS TRIAL PERIOD, IT WOULD BEHOOVE REGION TO DOCUMENT THE USEFULNESS AND NECESSITY OF THESE RADIOS.

CARL WILLIAMS
MLP

$.03.17.34.

NOTED
H. S. COULTER

RECEIVED
MAR 14 1973
Office of
Assistant State Highway Engineer

7Z

NATIONAL WEATHER SEVICE PORTLAND OREGON

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7693

Salem, Oregon
March 12, 1973

769?

SUBJECT: Radio Communications
Freeway Projects

To: H. S. Coulter
Asst. State Highway Engineer-Operations
STATE HIGHWAY BUILDING

Attached are two reports from Resident Engineer Ed Hall and a report from Region Construction Engineer Gerald Wimer regarding the use of two way radios in the Resident and Assistant Resident Engineers' cars on the Hubbard-Woodburn and Woodburn-Hayesville Interchange projects on I-5 north of Salem. 7694 7866

Because of the traffic volumes and speeds involved and the length and complexity of these two projects, it appears that radio communications would be very advantageous.

If the old 50 watt mobile radios mentioned by Mr. Wimer are available for use, I recommend that they be installed as outlined.

Please advise your decision.

C. T. Keasey
Construction Engineer

CTK:fr

Attach.

cc: Gerald Wimer

RECEIVED
MAR 12 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

3-13-73
Mailed

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1973

Salem, Oregon

SUBJECT: Radio Communications
Freeway Projects

To: C. T. Keasey
CONSTRUCTION ENGINEER

Attached are February 9th and 26th reports from Resident Engineer, E. J. Hall, recommending mobile radios be assigned his Woodburn Intch.-Hayesville project. His latter report includes data on mobile telephone rental rates.

Rapid means of communication are needed not only on his project but also the Hubbard Intch.-Woodburn section. This is because accidents can occur or contractor's activities necessitate immediate contact. Delays could result in costly mistakes or legal liabilities.

It is, therefore, recommended that each of the Resident Engineers and Asst. Resident Engineers on these two projects have their cars equipped with a State owned mobile radio. This would amount to 9 units. At an estimated cost of $800 each, we could estimate a total $7,200 immediate and maintenance expenditure with the units having a ten year remaining life after these projects are completed. The mobile telephones would be 2 1/2 times as expensive.

May we have your early approval so these necessary means of communication can be made available in a timely manner.

Approximately 1/2 of these units could be transferred to Maintenance for the critical Maintenance winter months.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Jim Chaney
Ed Hall

PS: Have subsequently learned there are old 50 watt mobile radios that could be made available. These apparently have adequate coverage. They would cost $50 each for installation and have an approximate monthly maintenance cost of $6 each. These costs should be charged against the appropriate construction prefix.

ORM E-20X—80M—1-68 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1973

SUBJECT: Report on Mobile Telephones

To: Mr. C.O. Fredrickson
Regional Engineer
EAST SALEM HWY BUILDING

Att: G. W. Wimer
Reg. Const. Engineer

Pursuant to your request, I checked into the use of mobile telephones as an alternate to the use of mobile radios in some of our vehicles on the Woodburn Inter.-Hayesville project.

Salem area has 2 channel mobile telephones, generally covering the area from Albany to Wilsonville. Due to the present load on the system, approximately 143 mobile phones, they recommend installation of 2 channels. Costs are as follows:

Installation	= $85.00
Monthly rental, 1 channel	= 38.00
" , 2 channel	= 41.00
Horn relay, monthly rental (Car horn sounds when called)	= 0.90

Monthly rental rate includes 30 minutes of calling time, however; each call placed from the mobile is charged a full three minutes even if time is less, so the first ten - three minute calls are included in the rent. All additional calls within the 20 mile coverage are $0.30 each. Calls placed from an office phone to the mobile also are charged $0.30. Minimum rental time is one month and parts of months are pro-rated.

Main advantages - mobile to mobile contact plus regular phone service in 20 mile area from Salem.

Disadvantage - crowded channels.

An additional item available is a "Bellboy", a transistor call radio about the size of a king size package of cigarettes. This unit is assigned a seven digit phone number which anyone can call by dialing the number, at which time a recording will answer and say, "the bellboy will ring as soon as you hang up". When the buzzer sounds on the bellboy, the person carrying it then calls his office to see who is calling. This requires, of course, that the person calling the bellboy also call the number as assigned to the bellboy and leave his number for the return call. Monthly rental on these are $19.50 per month.

Advantages - low rental rate and no installation costs.

Disadvantages - very limited service, no contact between units on the job.

Report on Mobile Telephones

I would estimate that a 2 channel mobile phone would probably average at least two calls per day for a monthly rental rate of $56.00. Based on a three yearjproject this would be an installation and rental cost of about $2,000.

According to Radio Engineer Charles Johnson, a new solid state mobil costs about $582 with an estimated life of 15 years and a yearly maintenance cost of about $75.00 Thus a mobile radio in a three year project would have a cost of about $800 and have a remaining life of 10 years or more.

E. J. Hall
Resident Engineer

FORM E-30 SOM 3-68 SP 5470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1973

RECEIVED
FEB 12 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

To:
Mr. C.O. Fredrickson
Regional Engineer
EAST SALEM HWY BUILDING

Att: Mr. G. W. Wimer
Region Const. Engineer

SUBJECT: Radio Communications
Woodburn Inter. -
Hayesville Inter. Section
Pacific Highway (I-5)
Marion County

Due to the size and complexity of the subject project, I would strongly recommend that the cars driven by the supervisory personnel assigned to this project be equipped with mobile radios so that contact can be maintained between the supervisors, the Region and the District Engineers.

The survey crews are presently using one set of walkie-talkie radios on highway channels and one set of 3 channel citizen band radios operating under a highway division license.

The state radios are being worked basically on channel C, which is unused in this area, while Channel B is available for contact with the Region and the DE's office when required. These are excellent sets and will generally reach Salem from any area on the project and have a range of set to set of about six miles.

I would recommend that at least one more pair of same type state radios be assigned to this project.

The citizens band sets are limited in distaNce due to "skip" and other sets working in the same channels but they are generally satisfactory for communication between members of the same survey party.

E. J. Hall
Resident Engineer

REFERRED TO
Hwy. Engr.
BY [illegible]

2537 S.E. 75th Ave.,
Portland, Ore.
June 11, 1973

Oregon State Highway Commission,
Salem, Ore.
Gentlemen:

Fastened to the Woodburn overhead where it crosses over I-5 is a sign reading something like this: "Please slow down. We wouldn't ask it if it wasn't necessary". Your "grammich" is terrible. I am surprised that you college boys don't know better. The correct word to use is "weren't", not "wasn't".

Yours truly,

RECEIVED
STATE HWY ENGR
JUN 13 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Att | File

7693

7-72)

ATES GOVERNMENT

morandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97310

DATE: June 13, 1973

In reply
refer to: 10-35-DB

Oregon Project I-5-5(52)274
Hubbard Interchange - Woodburn Interchange

M G. L. Green, Division Engineer

TO Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Reference is made to Mr. Young's letter dated June 8, concerning State Force Order No. 11.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is not able to perform the work contemplated under the order, due to his personnel going on strike.

2. The State forces can maintain the roadway during the strike period for the safety and protection of the traveling public.

3. The State has trained men and specialized equipment to perform the work most economically.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Federal participation will be based on an actual cost basis. The estimated total costs of the work to be done under this order is $10,000 with Federal participation of $9,000.

G. L. Green

Attachment

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 18 '73
REFER TO
FOR

·105 (Rev. 8-70)

G-1P

OREGON STATE HIGHWAY DIVISION

G. K. Hansen

Order for State Force Work

Contract No. 7693

APPLYING TO CONTRACT PROJECTS

Order No. 11

Section Hubbard Interchange - Woodburn Interchange Date May 29, 19 73

Highway Pacific F.A.P. No. I-5-5 (52) 274

County Marion and Clackamas Prefix 624-1084 Account No. 259 - 11

Description of Work To Be Done: Maintain Stage I road surface.

Location by Station Numbers: Sta. 672+00 to 1157+00 as required throughout the project.

Estimate of Quantities and Costs:

Material	$3,000.00
Equipment	3,500.00
Labor	3,500.00
TOTAL	$10,000.00

Explanation: In the event of a strike, and in due consideration for the safety and protection of the traveling public, It will be necessary to maintain the Stage I surfacing with the use of State Forces. This work is currently being performed by the contractor under EWO #22.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$11,428,792.38
Present estimate of project cost, including $10,000.00 for work under this order	$11,428,792.38
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

From the desk of:
H. Scott Coulter 6-11-73

Anderson-Hannon, Bryans and Matich. —

Herewith are copies of correspondence concerning a possible claim for damage to a vehicle traveling through your project. —

H S Coulter

June 11, 1973

Mr. Karl S. Hedberg
2330 Pacific Heights Road
Honolulu, Hawaii 96813

Dear Mr. Hedberg:

The contract referred to in your June 4 letter is the Hubbard Interchange-Woodburn Interchange Section of Interstate Highway 5. It is being performed by a joint venture contract under the name Andersen, Hannan, Rogers & Matich.

We are not aware that any red-colored material such as you describe has been used. However, if damage to your car was the result of the contractor's operation, claim should be made to them. Their address is 3426 Northeast Halsey Street, Portland, Oregon 97213.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson
L. W. Rulien
C. O. Fredrickson
Alfred Shirley, Jr.
C. T. Keasey

6-4-73

KARL S. HEDBERG
2330 PACIFIC HTS. RD.
HONOLULU,
HAWAII 96813

REFERRED TO
Hwy. Engr
BY SECRETARY

GENTLEMEN.

THANK YOU FOR YOUR RAPID REPLY OF 5-29-73.

WITH REGARD TO THE "RED PLASTIC LOCKING ROAD ADHESIVE" — I NOTICED IT WHEN WE ARRIVED IN PORTLAND ON MAY 7th. WE HAD JUST COME FROM CORVALIS, OREGON. THE ROAD CONSTRUCTION THAT WE WENT THROUGH, WAS ON INTERSTATE 5 JUST SOUTH OF PORTLAND — THEY WERE LAYING CONCRETE IN THE CENTER. AUTO TRAFFIC WAS ON THE NON-CONCRETE SHOULDER OF THE ROAD —

SINCERELY

RECEIVED
STATE HWY ENGR
JUN 7 73
REFER TO
FOR
Info | Files | C/D | DIR | Sign | Act | File

Leg 3.3
Nedberg

LRW RSB 13 6-1-73 11-35 AM

NOTED
H. S. COULTER

H S COULTER

RE YOUR 5/29/73 LETTER TO KARL S NEDBERG ON SUBJECT OF "RED PLASTIC LOOKING ROAD ADHESIVE". WE DRAW A BLANK. OCCASIONALLY, EMULSIONXX EMULSION TACK LOOKS A LITTLE REDDISH OR BROWNISH BEFORE IT "BREAKS", HOWEVER. MAYBE THIS IS WHAT HE MEANS. WE ARE STUMPED OTHERWISE.

J W SHELDRAKE

JWS4.

May 29, 1973

Mr. Karl S. Hedberg
2330 Pacific Heights Road
Honolulu, Hawaii 96813

Dear Mr. Hedberg:

With regard to your letter of May 22, we are at a loss as to what the "red plastic looking road adhesive" is.

It would be helpful if you could let us know the approximate vicinity that you noticed the material on your car. If we had this information then we would be in a better position to ascertain what it is and who might be responsible.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson
L. W. Rulien
C. O. Fredrickson
Alfred Shirley, Jr.
) Can you help with this?

KARL S. HEDBERG 5-22-73
2330 PACIFIC HTS. RD.
HONOLULU, HAWAII
96813

DEAR S.R:

EARLY IN MAY WE PURCHASED A NEW CAR, FOR USE ON A MONTH LONG VACATION. ON MAY 7TH, SOUTH OF PORTLAND ON INTERSTATE 5 WE TRAVELED OVER PAVING THAT WAS NEW OR BEING LAID. THE SIDES + BACK OF OUR BRAND NEW CAR WAS SPLATTERED WITH A RED PLASTIC LOOKING ROAD ADHESIVE. GENTLEMEN I WOULD BE VERY HAPPY IF YOU WOULD ADVISE ME ON HOW TO REMOVE IT-

SINCERELY

Karl S. Hedberg

Could Reply
c/o ay

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 8, 1973

TO G. L. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 11

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion & Clackamas

The Order covers State Forces providing extraordinary maintenance for the Stage I road surface in the event that the contractor's forces go on strike. This work is presently being performed by contractor's forces on a participating basis under Extra Work Order No. 22 and its supplemental. It is in the public's interest for State Forces to maintain the roadway during a strike period for the safety and protection of the traveling public.

The estimated total cost of the work to be done under this order is $10,000 with Federal participation of $9,000. Reimbursement on an actual cost basis is requested.

Your approval as of May 29, 1973 is requested.

Attach.

JK:pr

7693

OREGON STATE HIGHWAY DIVISION

June 4, 1973

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO: Mr. Jon Stong
3643 S. E. 28th
Portland, OR 97202

FROM: L. E. George
Traffic Engineer

We are not sure, Mr. Stong, if there is a "grammarical" error as stated in your letter in our Interstate 5 construction signing, north of Salem.

There may indeed be a grammatical error in our legend and we are sorry that the signing shocked you.

In using these signs, our primary concern is saving lives and providing public safety which we think is being accomplished. Letter size and spacing in addition to available sign material dictated the sign design.

NOTED
E. S. HUNTER

LEG:pb

bc: F. B. Klaboe - w/att.
E. S. Hunter - w/att.
C. O. Fredrickson - w/att.

RECEIVED
JUN 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

May 30, 1973

Jon Stong
3643 SE 28th
Portland, OR 97202

Oregon St. Hwy. Dept.
Salem

ATTENTION: PERSONNEL IN CHARGE of SIGNS ON I-5

Sirs:

On both sides of your freeway reconstruction project between Wilsonville and Salem there are large signs on the overpasses which read:

PLEASE SLOW DOWN
WE WOULDN'T ASK YOU
IF IT WASN'T IMPORTANT

MAY 31 1973

When I first saw these signs some months ago I was both shocked and amused at the grammatical error; I was also confident that they would soon be corrected, and so refrained from bringing this matter to your attention.

You undoubtably have your reasons for leaving the signs as they are, perhaps they include the kind of public image you wish to create for the intelligence level in the State of Oregon, or perhaps you think that a Californian wouldn't understand it if it were not stated in such bad grammar. In any case, I would be curious to know what your reasons are for not changing the signs — before I am driven to midnight graffiti.

Sincerely, Jon Stong

Western Union Telegram

WU AGENT SAM

6-4-73

PRC313(1627)(2-0138 EE155)PD 06/04/73 1627

ICS IPMRNCZ CSP

5032885521 TDRN PORTLAND OR 150 06-04 0427P EST

PMS GOVERNOR TOM MCCALL

STATE CAPITOL

SALEM OR

REGARDING HUBARD INTERCHANGE-WOODBURN INTERCHANGE SECTION HIGHWAY CONTRACT 7693

DEAR GOVERNOR MCCALL. THIS IS IN REPLY TO YOUR LETTER OF JUNE 1, 1973 WHICH NOTED THAT WORK ON THIS HIGHWAY PROJECT HAS BEEN STOPPED

PLEASE BE ASSURED THAT THIS CONTRACTOR HAS ALWAYS BEEN READY TO PROCEED WITH THIS WORK. IT HAS BEEN STOPPED SOLELY BECAUSE OF THE ACTION OF OPERATING ENGINEERS LOCAL 701 WHICH PLACED PICKETTS ON THE PROJECT ON JUNE 1

WE ARE SENDING A COPY OF THIS TELEGRAM TO MR RUSS JOY OF LOCAL 701 AND BY THIS MEANS WE ARE SPECIFICALLY INFORMING HIM OF OUR WILLINGNESS TO RESUME THIS WORK PROMPTLY AFTER REMOVAL OF LOCAL 701'S PICKETTS. IF WE ARE INFORMED PRIOR TO 400 PM TODAY OF THE REMOVAL OF THE PICKETT WE CAN RESUME WORK AT 600 AM TOMORROW JUNE 5TH.

IF WE CAN SUPPLY YOU WITH ANY ADDITIONAL INFORMATION CONCERNING THIS ACTION BY LOCAL 701 PLEASE LET US KNOW RESPECTFULLY

ANDERSON-HANNON-ROGERS-MATICH

Rec'd 4:37 P.M. JUN 4 1973

RECEIVED STATE HWY ENGR JUN 7 '73 REFER TO FOR Info Inves R/D D/R Sign Act File

NOTED A. E. JOHNSON

NOTED E. B. KLABOE

REFERRED J. Johnson STATE HIGHWAY ENGINEER

RECEIVED STATE HWY ENGR JUN 5 '73 REFER TO FOR Info Inves R/D D/R Sign Act File

7693

June 4, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. H. YOUNG

FROM L. H. Young, Office Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 10

Project Hubbard Intchge.-Woodburn Intchge.

Highway Pacific

Counties Marion and Clackamas

The Order covers repairing the foundation and realigning the pump for the Don Huffer well located opposite "HB" Station 750. The work is to be done by Skyles Well Drilling.

The well is located just outside of the right-of-way, however the foundation extended onto the right-of-way. The foundation location was not shown on the plans and during sloping operations the contractor's equipment inadvertently damaged the foundation. Repair work will include moving all of the foundation off of the right-of-way.

The estimated total cost of the work to be done under this Order is $800 with Federal participation of $720. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 25, 1973.

Your approval as of May 25, 1973 is requested.

JK:bb
Attach.

7693

5

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 1, 1973

Mr. Russ Joy
Operating Engineers Union, Local 701
1529 S. W. 12th Avenue
Portland, OR 97201

Andersen-Hannan-Rogers & Matich
Post Office Box 215
Aurora, OR 97002

Gentlemen:

Hubbard Intch.-Woodburn Intch. Sec.
Highway Contract No. 7693

I am advised that the contract between the Operating Engineers Local 701 and the Oregon-Columbia Chapter of The Associated General Contractors of America, Inc., has expired and that as a consequence work on this highway project has stopped.

Approximately five miles of reinforcing steel bars laid out within a few feet of the traveled lanes of I-5 constitute a serious hazard to the motoring public. This hazard will become even more acute in the coming weeks due to the increase in tourist travel that follows the end of the school year.

In order to reduce the hazard to the motoring public, I respectfully request that serious consideration be given to continuing the work on this contract at least until this reinforcing steel has been incorporated into the planned concrete pavement. The best estimate I have is that completion of this stretch will require seven or eight days.

Thank you for considering my request. I'm certain that you share my concern in this matter.

6-4-73
cy Robertson

Sincerely,

Governor

RECEIVED
STATE HWY ENGR
JUN 4 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

TM:ps
cc: Oregon-Columbia Chapter, AGC
1008 N. E. Multnomah Street
Portland, Oregon 97232

F. B. Klaboe, Highway Division

7693

May 31, 1973

CERTIFIED MAIL

Andersen-Hannan-Rogers & Matich
Post Office Box 215
Aurora, OR 97002

Gentlemen:

Re: Hubbard Intch.-Woodburn Intch. Sec.
Contract No. 7693

It has come to my attention that there may be a strike prior to the time that all the concrete reinforcing steel now laid out has been incorporated into the concrete paving.

As you know, leaving this steel exposed to traffic is a hazardous condition and one to which the traveling public should not be exposed for any longer than necessary.

I therefore declare an emergency situation to exist and request that the paving work under way be continued to completion.

Very truly yours,

F. B. Klaboe
State Highway Engineer

FBK:ms

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
L. H. Young
C. O. Fredrickson

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7693

Salem, Oregon
May 25, 1973

#1673

To: C. O. Fredrickson
Region Engineer
ATTENTION: G. W. Wimer

SUBJECT: Median Column Treatment
Hubbard Intchge.-Woodburn Section
Pacific Highway - I-5

FROM: C. T. Keasey
Construction Engineer

Attached are copies of letters from J. H. Versteeg and W. J. Hart regarding protective devices around the median columns for the structures at Donald Road, Broadacres Road and Crosby Road.

The use of the earth berms around the columns, as proposed in Alternate No. 3 in your letter of May 7, 1973, has been approved by Mr. Hunter.

Please proceed accordingly. Since this work was omitted from the contract plans, an appropriate change order will be necessary.

RECEIVED
MAY 29 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.
cc H. S. Coulter

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7622

Salem, Oregon

DATE May 24, 1973

TO C. T. Keasey
Construction Engineer

FROM Walter J. Hart
Bridge Engineer

SUBJECT Hubbard Intch.-Woodburn Intch. Sec.
Pacific Hwy. I-5
Marion County

In reference to your letter of May 11, 1973, it is the recommendation of this office that earth berms be constructed to protect the median columns at the Donald, Crosby, and Broadacres Road structures.

Attached is a copy of Mr. Versteeg's letter of May 18, 1973, regarding this matter with Mr. E. S. Hunter's approval noted thereon.

JMT/ag
Attach.

cc E. S. Hunter
H. S. Coulter
J. H. Versteeg

RECEIVED
MAY 25 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

7693

OSHD (Coulter)
Region
Wash DC
C. Hoefler

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

5 20 12

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	11	Marion & Clackamas	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
5/22/73	P. V. Riedl, Area Engineer		I-5-5(52)274
IN COMPANY WITH			
See below			
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory a.	121 b. 105%	62 %

7693

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

HUBBARD INTERCHANGE-WOODBURN INTERCHANGE
INTERSTATE 5
Grading, Paving, Structures, Signing and Illumination

This is a project stage inspection on the concrete paving work on the project. The people in attendance were as follows:

Gerry Wimer, Region 2 Construction Engineer
Bryant Jacknond, Construction Field Engineer
Tom Neunaber, Region Office, FHWA
Jim Chaney, Resident Engineer, OSHD
Cliff Lehman, Ass't Resident Engineer, OSHD
Paul Riedl, Area Engineer, FHWA
John Walker, Quality Control Engineer, OSHD

RECEIVED STATE HWY ENGR
JUL 3 '73
REFER TO Double
FOR
Info
Inves
R/D
D/R
Sign
Act
File

1. Work completed

Clearing	95% Complete
Drainage	90%
Grading	86%
Base	90%
Paving AC	55%
Paving PCC	20%
Illumination	98%
Signing	35%
Structures	98%

COPY SENT
JUL 02 1973
REGIONAL OFFICE

1-3-13
Contact Young

2. Work in Progress

The structure contractor was working on the Fargo bridge grading slopes placing slope paving blocks and grouting blocks.

The grading contractor was working on culvert inlets Station 647+50; 655 and 694. Paving contractor was tying steel in the northbound lanes; retying steel at Station 750 SB. Placing PCC paving SB 738 to 790.

(more)

NOTED
H.S. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

3. Comments

This phase inspection was made in order to cover the placement of the PCC pavement and related work up to and including the present date.

This project was set up for placement of PCC pavement for a 6 lane divided highway over an existing 4 lane AC pavement. Grading, surfacing and 4 inches of AC paving has been constructed under this contract for the additional outside lanes and shoulders. Safety features have also been included into this project.

The PCC paving work commenced on April 30, 1973. Prior to that time the contractor had placed the reinforcing steel for two lanes on PCC on the northbound lanes and is presently placing and tying steel in the southbound lanes. The present plan is to pave two 12 foot lanes in north and southbound lanes, pave the AC median shoulders; move traffic onto these lanes and then pave the remaining outside 12 foot PCC lanes. Due to the hazardous features of the reinforcing steel next to the travel lanes, the contractor is trying to rush the paving in order to cover this steel. He is also attempting to complete this stage of the work prior to the pending operator's strike set tentatively for June 1.

A number of spectacular accidents have occurred with vehicles running into the reinforcing steel with the steel penetrating the inside of the cars.

To date the project has had one inspection by OSHD on just the contractor's placement of the reinforcement steel. The contractor was cited for the lack of flagmen in the area of steel tying.

Review of the PCC placement:

The aggregate source for the PCC was from the Winsor Island bar on the Willamette River just north of Salem. Materials were produced by Pacific Sand and Gravel Co.

Field tests of the material showed that specifications were met. Records show that if a sample was out of specs, another sample was taken immediately. If the material was still out the plant was immediately shut down and changes made before production recommenced. Progress samples showed that all were in specs except for two on the gradation of the 1 1/2"-3/4" materials. Numbers of tests show that they are more than adequate to cover the requirements.

The cement samples have been taken and sent to the lab. As yet the results have not been received. Certifications has been made on each load and are on file. 4 cylinders have been taken so far on in-place PCC pavement - results not received as yet.

(more)

The air entrainment for the PCC has been designed for 5%. Results of tests show that they are obtaining from 3.2% to 4.9%. The allowable spread for the air is from 3 to 6%. the contractor is using "Huntz Air In" as the additive and the low results are being investigated. They have tired a number of changes to increase the percentage but have not as yet succeeded. Continued investigation was recommended by this reviewing team.

The curing compound used is the Huntz process. Certification has been received but the results of the first test shows that the permeability test does not meet the specifications. Another test will be made immediately for a check. The contractor will be informally advised of the first test results. The State will follow this situation very closely.

The reinforcing steel for the PCC pavement has been checked and certification received. Heat numbers have been checked for each load. All reinforcement incorporated is in substantial compliance with the contract.

A review of the concrete yardage placed through and including 5/17/73 shows the following:

Batch yield	1798.14 CY	8.25" depth
Remeasure	17506.38 CY	8.03" depth
Per plan	17444.74 CY	8.00" depth

The specs for roughness is 7.0" per mile. The results of the profilagraph so far shows from 1.0" to 2.0".

The trucks hauling PCC to the paver have been limited to 8 CY per laod due to weight restrictions. As they are traveling on existing pavement and over structures loads are limited to 54000 # and 5 MPH speeds on these structures.

It had been noted on previous trips that the hoses attached to the saw were being drug over the pavement with the possibility of breaking the curing seal. The State advises they will take immediate steps to correct this situation.

Construction features on the PCC paving shows that the work is being performed satisfactorily. Some minor deficiencies were noted and brought to the State's attention. These were immediately reviewed with the contractor and corrective measures were implemented.

4. Conclusions

The project records and field controls were being handled in a very satisfactory manner and no follow up review is considered necessary.

Pictures attached to Division file copy.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 21, 1973

7693

In reply refer to: 10-35-DB

FROM : ~~G. L. Green, Division~~ Engineer
Salem, Oregon

SUBJECT: Hubbard Interchange - Woodburn Interchange
Oregon Project I-5-5(52)274
State Force Order No. 9
Total estimated amount of the Order - $2,914.00
Federal participation - $2,622.60

Reference is made to Mr. Young's letter dated May 10, concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The State will furnish the signs as they can not be obtained from commercial sources prior to commencing the paving operations.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 9

cc:
Region (10-00.34) (2 cys)
w/2 cys OSHD Ltr. &
1 cy SFO

PVRiedle:slk

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 23 '73
REFER TO
FOR
Info | Ltr | S/D | D/R | Sign | Act | File

O-Ney
5-24-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SP... OK

STATE COPY

G-1P

...under which ... pro-
...ment feasible and ... are

...J. K. H...

-105 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7693

APPLYING TO CONTRACT PROJECTS

5-21-73

Order No. 9

Section Hubbard Intchge. - Woodburn Intchge. Date April 11, 1973

Highway Pacific ~~Hwy~~ F.A.P. No. I-5-5(52)274

County Marion & Clackamas Prefix 624-1084 Account No. 274-09

Description of Work To Be Done: Furnish additional signs as shown on attached Dwg.

Location by Station Numbers: Throughout project.

Estimate of Quantities and Costs:

6	48" x 60"	@ $39	=	$234.00
10	48" x 48"	@ $38	=	$380.00
2	6' x 18'	@ $750	=	$1,500.00
	Mounting Brackets			800.00
	Total			$2,914.00

Explanation: Contractor will start paving Tuesday April 17 and commercial sign fabricators cannot produce signs in less than two weeks. Time is of the essence in view of traffic safety.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$11,428,752.3
Present estimate of project cost, including $2,914.00 for work under this order	$11,428,752.3
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: ..... Construction Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7695

DATE May 18, 1973

TO Mr. E. S. Hunter, Assistant Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange Sections
Unprotected Median Columns
Pacific Highway (I-5)

169

It is the recommendation of this office that earth berms be constructed to protect the median columns at Donald Road, Broadacers and Crosby Road structures. In our discussion with Frank Hall, it appears that this was an omission in the contract plans.

We have reviewed the other devices and discussed esthetics with L. L. Wallace and it appears that the earth berms would be a reasonable comprimise.

JHV:jg

5-23-73
original + attachments
to Hal Versteeg.

Hal agreed EHA

RECEIVED
MAY 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

624-1084

7693

OREGON STATE HIGHWAY DIVISION

Region 2
2960 E. State St., Salem, Oregon 97310

May 15, 1973

Andersen-Hannan, Rogers, Matich
P. O. Box 215
Aurora, Oregon 97002

NOTED
F. B. KLABOE

Attention: Robert Hafstad, Project Manager

Gentlemen:

Hubbard Interchange-Woodburn Interchange Sec.
Pacific Highway
Marion and Clackamas Counties
Contract 7693

During the course of the construction of the subject contract, there have been several instances where it appears to have become difficult to determine where responsibility lies and where decisions relative to the administration of the contract are to be made. In order to clarify this situation, it is deemed, by this office, to be advisable to state the position which we feel is appropriate both from your standpoint and from ours.

The Resident Engineer assigned to this project is, as you know, Mr. Jim Chaney. In assigning this project to him, he was given the responsibility for the proper administration of the contract which includes seeing that the work is done in accordance with the plans and specifications, and he was given the authority which must necessarily accompany this responsibility. The Resident Engineer is responsible to this office, and this office is responsible for him. This office will provide him with the support he requires to do his job, and we will work with him to see that his job is done properly. However, the decisions made on the job and the procedures followed on the job to insure that proper performance is obtained both from the contractor and from the personnel assigned to the project are completely under the jurisdiction of the Resident Engineer.

In the administration of the project, the Resident Engineer will delegate portions of his work to the personnel he considers capable of assuming portions of the responsibility. He, or they, will determine how best to handle the testing and inspection of the various materials or operations which are a part of the work to be done. In cases of disagreement between the contractor and the engineer, this office is available to the Resident Engineer to discuss problems and to suggest solutions at his request. All dealings with problems of this type will be conducted through the Resident Engineer. In cases where expert advice is desired from one of the main office sections, advisors will be provided at the Resident Engineer's request, and the presence of the advisor will not reduce the responsibility of the Resident Engineer nor from his authority on the project.

In the case of this particular contract, some difficulty has been experienced in the overall administration at your level. By definition, a contractor can be a group of contractors or a joint venture, but the State has only one contract and one contractor. The internal workings or agreements which the contractor has within his own corporation should have no effect on the specification requirement that a job superintendent be on the job with full authority to speak and act for the contractor. Since our contract is for the total project, we are assuming that your superintendent fulfills these requirements, and we will expect that he will represent you in all future cases of disputes or arguments rather than the particular partner who happens to be engaged in some particular phase of the work.

None of the statements made in the preceding paragraphs involve a new policy or a change in the specifications. Each of the principals in your corporation is familiar with Oregon plans and specifications and each of them is capable of performing good work and of performing it with a minimum of disagreement. It should not be necessary to explain, by letter, what is already a part of your contract, but it appears that it must be done in order to assure everyone that nothing is different in this contract as compared to others. The work will be done within the scope of the requirements which are incorporated in the contract documents and it will be done properly. Cooperation is a two-way street, and the successful completion of a contract in which both the contractor and the State can take pride is the end result we are both trying to obtain.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGIONAL ENGINEER

RECEIVED
STATE HWY ENGR
MAY 16 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COF/jc
cc: Jim Chaney
bc: F. B. Klaboe ✓ Al Johnson
H. S. Coulter
C. T. Keasey

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7693 ..... Salem, Oregon 1693

..... May 11, 1973 .....

SUBJECT: Hubbard Interchange-Woodburn
Interchange Section
Unprotected Median Columns

To: Walt Hart
Bridge Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is a proposal from Region II for constructing protective devices around the median columns at Donald Road, Broadacres Road and Crosby Road structures on the subject section.

On similar type cross sections on the Woodburn-Hayesville Interchange and Halsey-Lane County Line Sections, earth berms were used. This is by far the most economical type of treatment, but it tends to destroy the esthetics of these three structures.

Estimates of cost for three different treatments are included in Wimer's attached report. Would you please review this and advise which method should be pursued.

RECEIVED
MAY 11 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.
cc: H. S. Coulter
E. S. Hunter
G. W. Wimer

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Routing: Keasey K, Pease E

RECEIVED
MAY 10 1973
CONSTRUCTION SECTION

Bond, Glenn, Jackmond, Berg, Hardt, Johnson, Walker

DATE May 7, 1973

TO C. T. Keasey
CONSTRUCTION ENGINEER

FROM G. W. Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Unprotected Median Columns
Hubbard Interchange - Woodburn Section

There is no provision in the contract to protect the median columns on the Donald Road, Broadacres Road, and Crosby Road undercrossing structures. On the Halsey-Lane County line section earth berms were provided. The same is specified for the Woodburn Interchange Hayesville Section.

I am of the opinion that some protection should be provided. However, earth berms leaves the possibility that a near-miss of the column by a maximum legal height vehicle could and would strike the overhead beam and possibly chain react more serious damage than we are trying to prevent.

For these reasons alternative plans have been developed. Their estimated cost are:

1)	Concrete Median Barrier with Concrete Nose Section	$22,500.00
2)	Concrete Median Barrier with an Earth Berm Nose	24,500.00
3)	Earth Mounds only	5,400.00

Plan I and Plan II are premised on 250 lineal feet of concrete median barrier in either direction. It would be my opinion that this length could be reduced. The earth berm nose is preferable to the concrete nose. It is more expensive because of drainage problems.

Please arrange for a review with both Design and the FHWA to agree upon a standard.

For your convenience attached are three (3) sheets summarizing the field estimates, two (2) sheets with a general detailing of the three possible plans, and three (3) sheets specifically detailing the three different proposals for the Donald Road undercrossing. Similar details are available for the Broadacres and Crosby Road undercrossing.

GWW/de
cc: J. Chaney
E. J. Hall
encls.

TYPE I

Bridge column
Mcd ℄
Nose
←50'→
250'
1'-6" rail
15' min
PRECAST CONC. Med. barrier
EDGE OF TRAVEL LANE

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 7 SHEETS

[illegible] - Weatherly Jct. [illegible]

[illegible] Highway 7-30-73

Total Quantity Computations

			For Service	Normal	Cost	Notes
PLAN I	Conc. Mod. Box with Wasteweir				$22,516.00	
PLAN II	Conc. Mod. Box with out Berms				$24,441.40	
PLAN III	" "	Mounds			$5,394.00	
	Type "	"	Grasses	Cover Crop		
		Grassy Ditch - Broadcasted. Mixed.				

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 7 SHEETS

QUANTITY SUMMARY

for Bridge Column Safety Barriers

I Structure	CONC.	MEDIAN ITEM	BARRIER W/ NOSE SECTION	AMOUNT	UNIT COST	ITEM TOTAL
Crosby		Class A		62 CY		$ 6,820.00
Crosby	1:1	11		63 CY	$ 110.00	$ 7,480.00
	11	6-2MA-Inlets		2 Ea	$ 320.00	640.00
		1-2MA-Inlet		1 Ea	—	36.00
I-5 Bridge	0:1	Class A	Concrete	63 CY	$ 110.00	$ 7,150.00
						$ 22,516.00

II	CONC.	MEDIAN	barrier	with	earth	berms	
		Class A	Conc.		110.00		
		6-		2			640.00
	11	Class A		111 CY			
				CY			50.40
CROSBY		Class A	Conc.	62 CY	$ 110.00	$ 6,820.00	
11		6-2MA		1			36.00
11		15" Conc.			$ 3.00		96.00
11							40.30
11							50.40
Dock							
		6-		2			
				1	$ 8.20		
						$ 11,140	

Form E-40

OREGON STATE HIGHWAY DIVISION

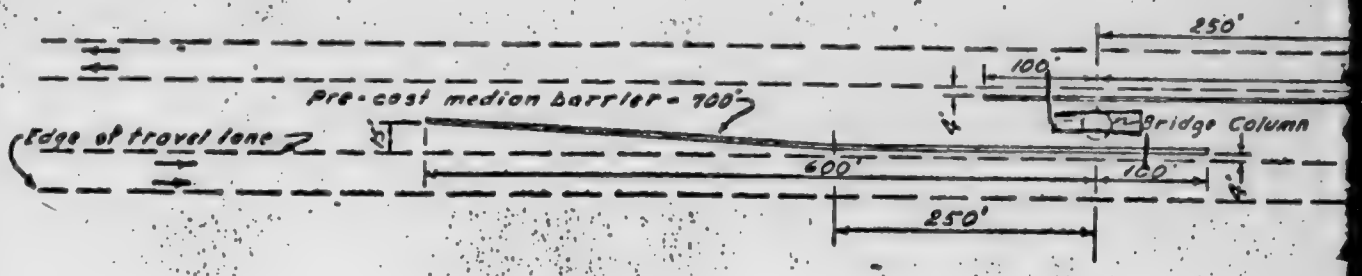
TABULATION SHEET

SHEET 3 OF 7 SHEETS

III	EARTH ~~CONC~~	Mounds around columns.						
STRUCTURE		ITEM		AMOUNT	UNIT COST		ITEM	
[illegible]	ACCESS RD	[illegible]	[illegible]	377cy	1.30		9[illegible]	
		[illegible] soil		59 cy	.60		35.40	
		Change "A" to B-6SL	INLET	1ea	$200.00		2[illegible]	
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	
		[illegible] soil		59cy	[illegible]		[illegible]	
		6-2MA	INLET	[illegible]	[illegible]		[illegible]	
		15" conc. pipe		[illegible]	[illegible]		[illegible]	
DONALD		[illegible]		450 ft	1.30		[illegible]	
		Type C soil		59	[illegible]		[illegible]	
		Change Type C to B-6SL		1ea	[illegible]		[illegible]	
							5,39[illegible]	

TYPE

TYPE I



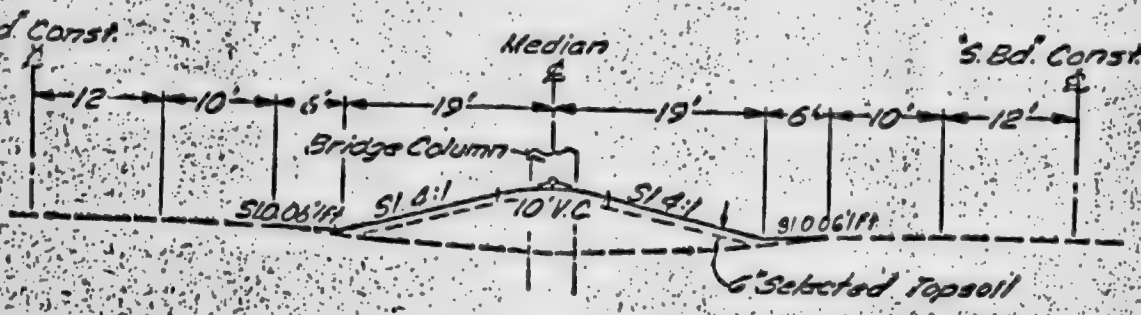
BRIDGE COLUMN CONSTRUCTION

TYPE III

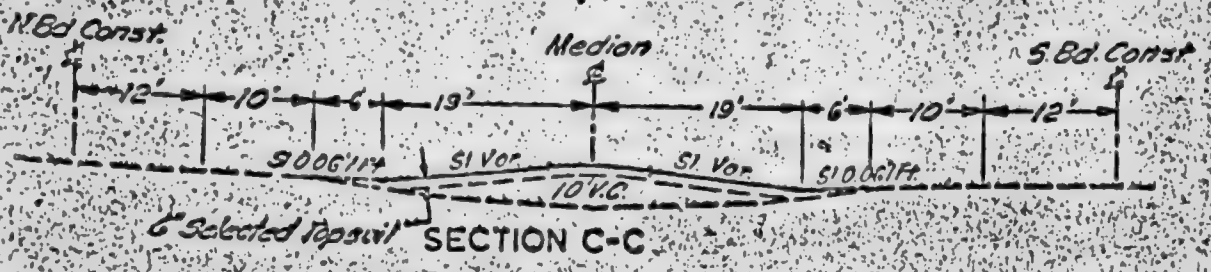
Amber Flasher (Belberg)

AT RAILROAD CROSSING

TYPE III



SECTION B-B



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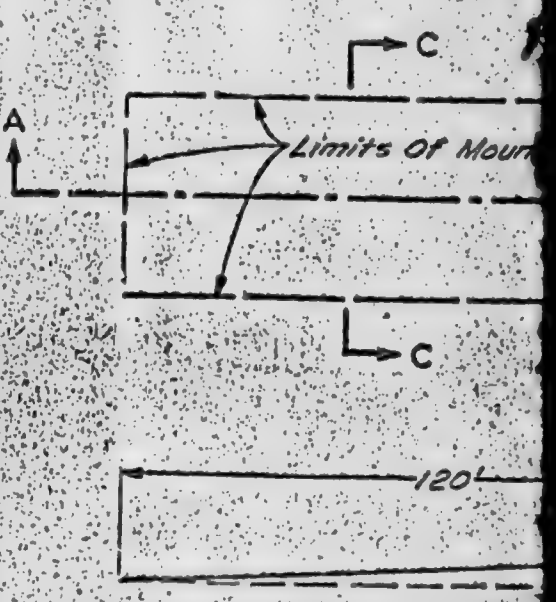
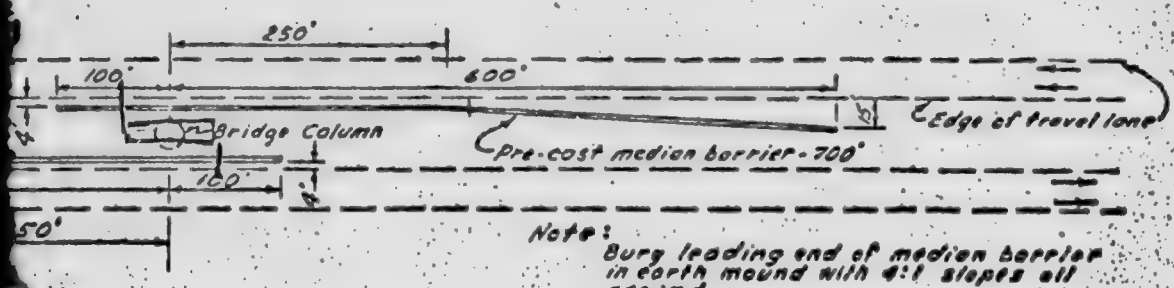


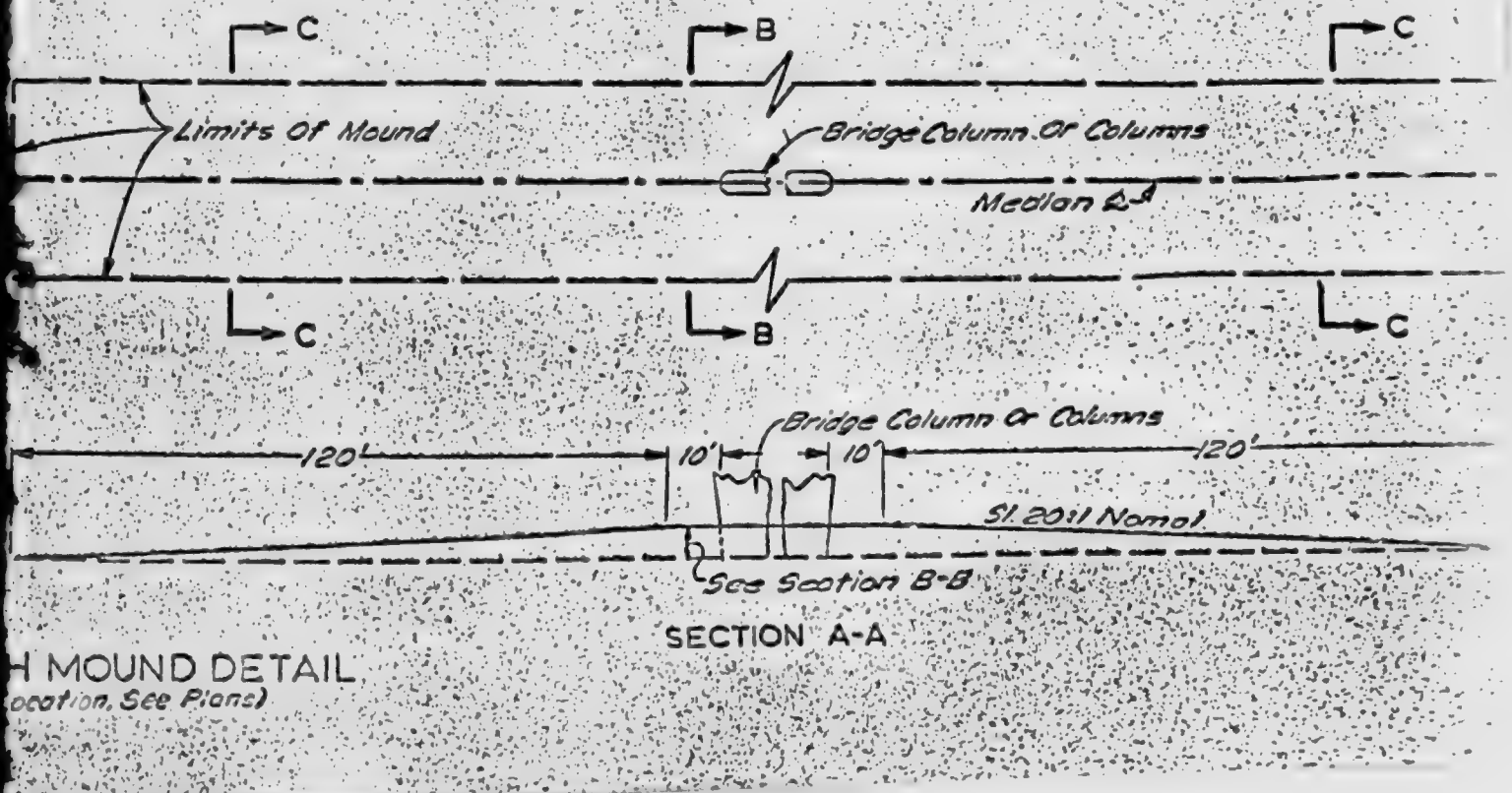
EARTH MOUND DETAIL
(For Location, See Plans)

YPE



LUMN CONSTRUCTION

TYPE III



SECTION A-A

H MOUND DETAIL
ocation, See Plans)

I

Sec. 16, T 4 S, R 1 W, W.M.

818+00
Const Type "G-2MA" Inlet
Inst 15" Culv Pipe -94'
Const Paved End Slope
Under Pavement -24'
Exc -20 C.Y.

Remove Extg Structure
Bridge No 1797A
Const. RC B.G. Structure -292'
Rdwy. Width -40'
Drg. Nos., See Sht. 1

"DR" 3+50
Const. Appr.
Inst. 12" Culv. Pipe -32'
Inst 18' Gate
Tr. Exc. 2 C.Y.

Sta. 1+00 to Sta. 8+00 Lt.
Const. V Bottom Ditch, 2:1 Slopes
Dt. Exc. 200 C.Y.

12" Conc. Culv (In P)
Extend -36' Lt.
Tr. Exc. 14 C.Y.

Perm Ease

Extg "NB" BBl
"DR" 9+81.02
Fwd Tgt

EXTG. "NB" ℄ R/W ℄

-2 -1 -12' 0

R/W

S 71° 39' 40" E

S 18° 02' E

DONALD

R/W ℄

R/W 0+00.00

Type "D" Inlet Existing

STA 5+00

Const Median Class A 520 C

Remove Extg Fence

885

10' 10'

+25 Const. Appr

See Sht. 11

DONALD ROAD U'XING

For Bridge Const.
Detail, See Sht. 20

885+00
Const. Type "G-2MA" Inlet
Inst. 15" Culv Pipe -94'
Const Paved End Slope
Under Pavement -24'
Tr. Exc. 20 C.Y.

5

"NB" 88° 37' 38" P.O.T.
9+87.92 P.O.T.

0.30

15

Sec. 16, T 4 S, R 1 W, W.M.

EXTG. "NB" ℄ R/W ℄

Exist NB OR

+00 Const Frontage Road
Abandon 12" Pipe
Inst 12" Culv. Pipe -50'
Tr. Exc. 4 C.Y.

"DR" 15+24.13 PC.

"DR"
4° C.L.
Δ 14°13'20"
T 178.70'

"DR" 18+79.69 PRBK EQUA.
Exist "DR" 18+85.27 POTAN

"DR" LINE

R/W

Type "B" Inlet Existing

Const Conc. Median Barrier Class A Conc. 520 Lin ft.

Remove Exist Fence

"DR" 13+00.00 POT
"DR" 14+00.00 POT

+80 Const Appr

XING

+25 Const. Appr.

+50 Const. Appr.

See Sht 11

"NB" 88+37.98 POT
"9" 87.92 POT

0.30

Emb. in Place 600 C.Y.

Finish Grade @ ℄

+40

+050

50' VC

50' VC

FRONTAGE ROAD PROFILE

Sec. 16, T. 4 S. R. 1 W., W.M.

'8-00
nst Type "G-2MA" Inlet
st 15" Culv. Pipe - 94'
st Paved End Slope
er Pavement - 24'
ic - 20 C.Y.

Remove Extg. Structure
Bridge No. 7797A
Const. R.C.B.G. Structure - 292'
Rdwy. Width - 40'
Drg. Nos., See Sht. 1

"DR" 3+50
Const. Appr.
Inst. 12" Culv. Pipe - 32'
Inst. 18' Gate
Tr. Exc. 2 C.Y.
Sta. 1+00 to Sta. 8+00 Lt.
Const. V Bottom Ditch, 2:1 Slopes
Dt. Exc. 200 C.Y.

Const. Earth Berm
For Details, See
Sheet - 2D-1

12" Conc. Culv. (In A)
Extend - 36' Lt.
Tr. Exc. 14 C.Y.

Extg. "NB" & R/W ℄

EXTG. "NB" ℄ R/W

Perm. Ease.

-2 -1 -12' 0

R/W

S 71°39'40" E.

S 10°02' E

DONALD ROAD

R/W ℄

Mile

R/W

R/W 0+00.00

+04.45

+96.45

Abandon In Place Extg. Fence
(Remove Extg. Fence)

Const. Median
Class 'A'
Const. E
for Det
Shee

10' 10'

885

CONST. INSTALL

+25
Const. Appr.

See Sht. 11

DONALD ROAD U'XING

For Bridge Const.
Detail, See Sht. 20

885+00
Const. Type "G-2MA" Inlet
Inst. 15" Culv. Pipe - 94'
Const. Paved End Slope
Under Pavement - 24'
Tr. Exc. 20 C.Y.

B"881+37.38 P.O.T.
87.92 P.O.T.

G-2MA INLET
OF 18" conc pipe

Sec. 16, T. 4 S. R. 1 W. W.M.

CONST
INSTall 60

Const. Earth Berm
For Details, See
Sheet-2D-1

EXTG. "NB" & R/W ℄

+00 Const. Frontage Road
Abandon 12" Pipe
Inst 12" Culv Pipe 50'
Tr. Exc. 4 C.Y.

"DR" 15+24.13 P.C.

"DR"
4° C.L.
Δ 14° 13' 20"
T 178.70'

"DR" 18+79.69 P.T. & EQUA.
Extg "DR" 18+85.27 POT Ah

"DR" LINE

RIW
S 85° 53' E.

RIW

S 86° 01' 15" E.

ROAD

4" Gas

Const Conc ½ Median Barrier
Class "A" Conc 62 C.Y.
Const Earth Berm
for Details See
Sheet -2D-1

Abandon to Apx STA
Remove Extg Fence

"DR" 0+00.00 P.O.T.
"DR" 14+00.00 P.O.T.

RIW 15+19.45

RIW 19+00.00

+80
Const. Appr.

CONST. G-2MA inlet
INSTall 60' OF. 18" CONC. I.P.

+50
Const. Appr.

See Sht. 11

Extg NB 881+37.38 P.O.T.
Extg NB 881+37.92 P.O.T.

Emb. in Place 600 C.Y.

Finish Grade @ ℄

+40

50' V.C.

50' V.C.

+050

NOTE: Const.
Full Deck W
Drg No 20

8+00
Const Type "G-2MA" Inlet
Inst 15" Culv Pipe -94'
Const Paved End Slope
Under Pavement -24'
Exc -20 C.Y.

Remove Extg. Structure
Bridge No. 7797A
Const. RC B.G. Structure -292'
Rdwy. Width -40'
Drg. Nos., See Sht. 1

"DR" 3+50
Const. Appr.
Inst. 12" Culv. Pipe -32'
Inst. 16' Gate
Tr. Exc. 2 C.Y.
Sta. 1+00 to Sta. 8+00 Lt.
Const. V Bottom Ditch, 2:1 Slopes
Dt. Exc. 200 C.Y.

Sec. 16, T 4 S, R 1 W, W.M.

12" Conc. Culv. (In A)
Extend -36' Lt.
Tr. Exc. 14 C.Y.

Ext'g "NB" & R/W ℄

Ext'g "NB" 881+37.38 P.O.T.
"DR" 9+87.92 P.O.T.

EXTG. "NB" & R/W ℄

Perm. Ease.

-2 -1 -12' 0 R/W

Mile

S 71°39'40" E

S 10°02' E

R/W ℄

R/W 0+00.00

Type "B" Inlet Existing
Change Type B to "B" SL.

Remove Extg Fence

Adanson to Pop

885

10' 24' 10'

+25 Const. Appr.

See Sht. 11

DONALD ROAD U'XING

For Bridge Const.
Detail, See Sht. 20

885+00
Const. Type "G-2MA" Inlet
Inst. 15" Culv. Pipe -94'
Const. Paved End Slope
Under Pavement -24'
Tr. Exc. 20 C.Y.

"NB" 881+37.38 P.O.T.
"DR" 9+87.92 P.O.T.

0.30

5' 15'

Sec. 16, T. 4 S., R. 1 W., W.M.

EXTG. "NB" & R/W ℄

Ext'g NB "DR" 9+87.92 P.O.T.

BDA. R/W

38°02'20" 380

10

60' 2620'

+00 Const. Frontage Road
Abandon 12" Pine
Inst 12" Culv. Pipe -50'
Tr. Exc. 4 C.Y.

"DR" 15+24.13 P.C.

"DR"
4° C.L.
Δ 14°13'20"
T 178.70'

"DR" 18+79.69 PT Bk° EQUA.
Ext'g "DR" 18+85.27 POT Ah.

+50 "DR" LINE

3 2 15 60 60 50 12 20 R/W

S 85° 53' E.

R/W

S 86° 01' 15" E

ROAD

4" Gas

12

R/W 19+00.00

+36.45

Const Conc.

580 cu. yds.

CONST.

Earth Mound. 682 C.Y. Emb. in place

"DR" 14+00.00 POT

R/W 15+19.45

+80
Const Appr.

Abandon to Poi

Remove Ext'g Fence

885

10' 24' 10'

See Sht. 11

+50
Const. Appr.

Appr.

"NB" 8 81+37.38 P.O.T.
9+87.92 P.O.T.

0.30

5 15

Emb. in Place 600 C.Y.

Finish Grade @ ℄

+40

50' V.C.

50' V.C.

+0 50

FRONTAGE ROAD PROFILE

NOTE: Const
Full Dect
Drg. No 2

7693

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE May 10, 1973

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, State Force Order No. 2

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion and Clackamas

The order covers the State furnishing additional signs for protection of the traffic during paving operations. It is in the public's interest for these signs to be provided by the State because they could not be obtained from commercial sources by the contractor before paving operations began. The signs will be installed by the contractor.

This work will conform to the requirements of PPM 21-1.5 as required for Federal participation. The estimated total cost of the work to be done under this order is $2,914.00 with Federal participation of $2,622.60. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 1, 1973.

Your approval as of May 1, 1973 is requested.

Attach.

JK:dgk

5

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO C. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE May 7, 1973

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 23

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of furnishing temporary protection and traffic control to protect traffic during the placement of Class "C" A.C. Mixture to reinforce the Stage II shoulders. This work is required and is not included in the contractor's lump sum bid under the contract.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 1, 1973.

Your approval as of May 1, 1973 is requested.

Attach.

BMW:dgk

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1973

TO G. L. Green, Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 16

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of furnishing, installing and removing temporary guide posts. This work is necessary to adequately delineate the outer shoulders during Stage II construction thereby improving the safety conditions for the traveling public. All work covered by this order is in addition to that required by contract provisions.

A copy of the Engineer's letter of explanation and of the Regional Traffic Engineer's justification are attached.

The labor and equipment costs to install and remove these posts from their temporary locations was tentatively recommended for approval subject to review by the Federal Highway Administration District Engineer February 22, 1973. Federal-aid participation in materials costs to be furnished under this order will be determined at a later date when accounting, by the contractor and the State, of the posts to be furnished under bid item "Salvaging Guide Posts" has been made.

Your approval as of February 22, 1973 is requested.

Attach.

BMW:dgk

7693 Hubbard Interch.-Woodburn Interch. 1972
Sec., North of Salem
(Grad.,pav.,struct.,sign. & Illum.) #2

SEE:

CON [redacted] 21-2

I-5 E.

Sp.

Hubbard-Hayesv. Sec.

7693

April 27, 1973

G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

L. H. Young
Office Engineer

Request Change Order Approval

Contract 7693, Extra Work Order No. 22 and supplement

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

The order and its supplement cover repairing the Stage I pavement surface which began to break up after traffic was detoured onto it to accommodate Stage II construction. Stage construction was being performed in accordance with the plans and specifications and under the direction and control of the State. The design of the stage construction underestimated the volume of traffic which resulted in excessive break up and extraordinary maintenance requirements. The State agrees with the contractor that he has performed the work in accordance with the plans and specifications and that he is not responsible for the extraordinary maintenance.

Attached are copies of letters from the Regional Construction Engineer.

This work was discussed with the Federal Highway Administration Area Engineer initially on March 30, 1973. The State recognizes this additional work as extraordinary maintenance and, as such, requests your reconsideration of your tentative approval of these orders on a nonparticipating basis.

Your approval on a participating basis as of March 30, 1973 is requested.

Attach.
JK:dg

5

7693

April 27, 1973

G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

L. H. Young
Office Engineer

Request Change Order Approval

Contract 7693, Extra Work Order No. 22 and supplement

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

The order and its supplement cover repairing the Stage I pavement surface which began to break up after traffic was detoured onto it to accommodate Stage II construction. Stage construction was being performed in accordance with the plans and specifications and under the direction and control of the State. The design of the stage construction underestimated the volume of traffic which resulted in excessive break up and extraordinary maintenance requirements. The State agrees with the contractor that he has performed the work in accordance with the plans and specifications and that he is not responsible for the extraordinary maintenance.

Attached are copies of letters from the Regional Construction Engineer.

This work was discussed with the Federal Highway Administration Area Engineer initially on March 30, 1973. The State recognizes this additional work as extraordinary maintenance and, as such, requests your reconsideration of your tentative approval of these orders on a nonparticipating basis.

Your approval on a participating basis as of March 30, 1973 is requested.

Attach.
JK:dg

7693

April 26, 1973

Mr. Hugh B. Collins
Collins, Ferris & Velure
Attorneys at Law
225 W. Main Street
Medford, OR 97501

Dear Mr. Collins:

Reference is made to your April 13 letter in which you commented on the difficulties with signing on the section currently under construction on Interstate 5 between the Hubbard Interchange and the Woodburn Interchange north of Salem.

As in any project which is being conducted on a freeway, signing for public safety and for the safety of the workmen is a problem. This particular section has been thoroughly reviewed by the Region Office, Resident Engineer and the contractor, and considerable comment has been made by other agencies driving through the area. The signing is in accordance with the National Manual on Uniform Traffic Control and is not inadequate according to established standards.

Prior to the date of your letter, the critical area on the project was in the northbound lanes where the contractor is preparing to start placing continuously reinforced concrete pavement and reinforcing steel is being placed on the existing asphalt surface. This section is coned off from the area where striping has been done for traffic control. The 50 miles-per-hour signs are exposed and the speed restriction is being enforced throughout the area where the contractor is working.

The southbound lanes of the highway had not at that time been placed in the same condition of hazard. The 50 miles-per-hour signs were only open in the section where traffic was being controlled because of the paving operation; the 50 miles-per-hour signs were closed through most of the area. The cones placed along the inside edge of the striped area were to keep traffic from driving into the section that is being prepared to receive reinforcing steel. The paving work which has been done throughout this section has been done without any specific provisions for rideability, i.e., there are spots where slight edge dropoffs exist which could create a traffic hazard. Striping has been installed to keep traffic to the right of this area.

The contractor is now placing reinforcing steel on the southbound lanes in preparation for placing continuously reinforced concrete paving. At the northerly end, the 50 miles-per-hour signs are exposed and the speed regulations are being enforced. South of the area where this reinforcing steel is being placed, 50 miles-per-hour signs are covered or closed.

The signing on this section of highway is subject to constant review. We have been working very closely with the Department of State Police as to the signing requirements and such revisions in the signing as are deemed necessary and fall within the regulations in the Uniform Manual of Traffic Control Devices are being installed.

We appreciate your interest in traffic safety and thank you for taking the time to write to us.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

cc Mr. Holly V. Holcomb
Superintendent
Department of State Police

bc C. W. Head
F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
C. O. Fredrickson

COF:de ja

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 17, 1973

Collins, Ferris & Velure
Attorneys at Law
225 West Main Street
Medford, Oregon 97501

Attention: Hugh B. Collins

Gentlemen:

This is in reply to your letter of April 13, 1973, concerning the construction speed signing on Interstate 5 north of Salem.

So that your letter may have proper attention, I am forwarding it to Mr. F. B. Klaboe, State Highway Engineer.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ds

cc F. B. Klaboe

RECEIVED
APR 18 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 17 '73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

HUGH B. COLLINS
JOHN E. FERRIS
LYLE C. VELURE

COLLINS, FERRIS & VELURE
ATTORNEYS AT LAW
225 WEST MAIN STREET
MEDFORD, OREGON 97501

TELEPHONE
(503) 779-4333

April 13, 1973

PLEASE REFER TO
OUR FILE NUMBER:

Secretary
State Highway Commission
Salem, OR 97310

Dear Sir:

There is currently a project or a series of projects (probably the latter) in progress on I5 in Marion County, north of Salem.

As I recall the Standard Provisions of your contract form, signing is the responsibility of the contractor.

People tend to become unobservant through familiarity, and I believe this has occurred in that construction area. Signing is inadequate, but I think the people involved (and this would include your inspectors) are so familiar with the presence of the various projects that they have not noticed that a problem has been created for motorists.

Northbound, speed signing seems adequate and traffic moves accordingly.

Southbound, signing is sporadic, not too apparent, and in some instances we have two posted speeds, one being the regular sign (70) and the other being a definitely smaller and less conspicuous sign a few hundred yards one side or the other of the permanent sign (50). The result is that the ultra cautious motorist will drive no more than 50 without regard to what signs he sees, from the north Marion County line until he reaches the general vicinity of Salem because he cannot hope to tell with any particular accuracy what the posted speed is at any given point unless he is right on top of a speed sign. The situation is compounded by the presence, for miles and without any apparent reason, of plastic red cones in the divider strip--these may be intended to constitute some kind of a warning, or they may be intended to constitute some kind of direction to the workmen. The contractors, your inspectors, and perhaps the police are the only ones who know.

NOTED
A. E. JOHNSON

HUGH B. COLLINS
JOHN E. FERRIS
LYLE C. VELURE

COLLINS, FERRIS & VELURE

ATTORNEYS AT LAW
225 WEST MAIN STREET
MEDFORD, OREGON 97501

TELEPHONE
(503) 779-4333

April 13, 1973

PLEASE REFER TO
OUR FILE NUMBER:

Secretary
State Highway Commission
Salem, OR 97310

As a practical matter, the average motorist assumes that the stream of traffic is moving at a proper speed and drives along maintaining his position. The situation is such that there must be several hundred inadvertent speed violations during any given day.

This situation must be quite frustrating to the unfortunate members of the Oregon State Police assigned to cover this particular area and I would assume that they draw a lot of flack from motorists who unthinkingly want to know why it is they, rather than some other member of the stream of traffic, have been singled out by the police officer to be stopped. The answer is, of course, that the police play no role in posting the signs, and without the use of road blocks there aren't enough State police in the State of Oregon to stop 50 percent of the motorists who drive along I5.

Your designation of an inspector with a fresh outlook to go check that signing situation would probably be helpful. I appreciate that the regular inspectors are becoming so used to the area that they quite likely do not note matters of this sort.

Sincerely,

Hugh B. Collins

HBC:jd

NOTED
C. W. HEAD

TRP 7-3-12
5

FORM E-30

#1693

7493

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 20, 1973

TO Memo To The Files

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Suggested Traffic Improvements
Hubbard Intch.-Woodburn Section

Assistant State Highway Engineer H. S. Coulter Monday, April 9th, suggested the following traffic improvements:

RADAR SIGNS
Standard SPEED CHECKED BY RADAR signs were immediately installed. These proved to be too small and were subsequently replaced with 48"x60" signs.

SPEED ZONE AHEAD SIGNS
This area is already in a speed zone and SPEED ZONE AHEAD signs would not be appropriate. Therefore, the attached plan was ordered implemented which would emphasize the reason for the reduced speeds. The contractor drug his feet on his portion of these signs and he is being ordered by letter to conform Monday, April 23rd, or be shut down.

FLAGMEN
This is part of the afore mentioned plan which the contractor is expected to put into effect.

PARKED POLICE CARS
An inquiry was made of State Police Lieutenant Mark Kezar April 9th. April 13th he said this could not be allowed. However, it is our intention to immediately assign two of the old unmarked police cars to this project.

On Wednesday, April 11th, Construction Engineer C. T. Keasey suggested a field review. This was done with him Friday, April 13th. In addition he requested:

CATCHY SIGN
He wanted an eye catching sign at each end of the project. Several suggestions were reviewed. Regional Traffic Engineer Rick Kuehn suggested PLEASE SLOW DOWN-WE WOULDN'T ASK IF IT WASN'T IMPORTANT. The sign was approved April 13th and ordered installed overhead. See the two attachments.

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

NOTED

CONE SPACING AND REFLECTORIZATION
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GWW/sr
cc: Scott Coulter
C. T. Keasey
Warren Mueller

Hubbard — Woodburn Interurban

Statesman 4-17-73

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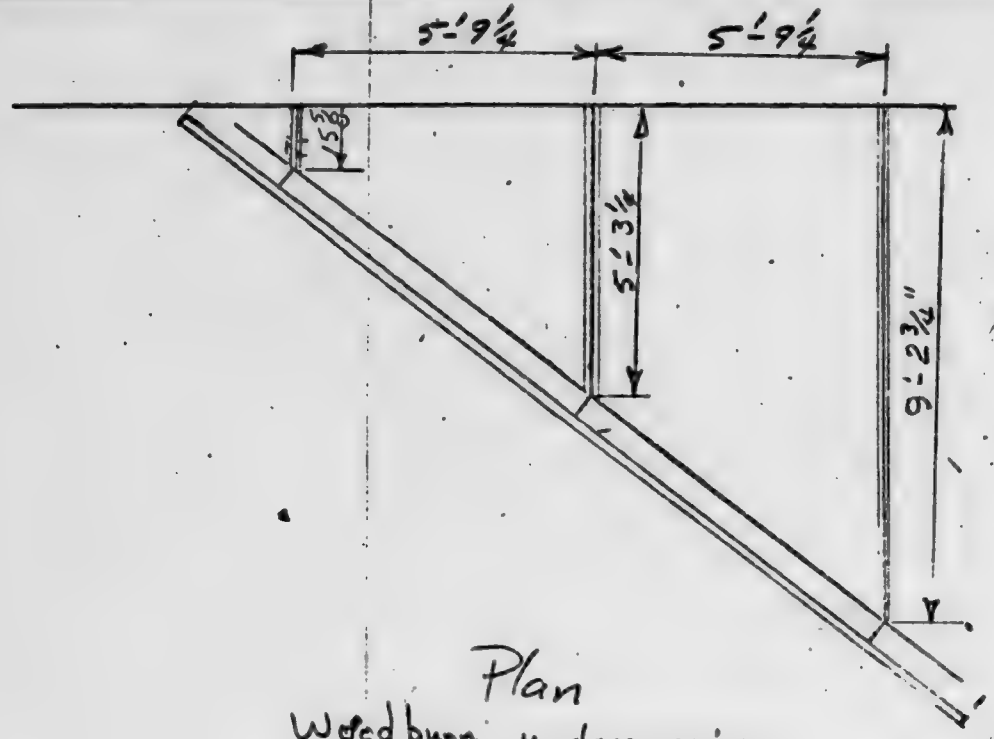
for personal service

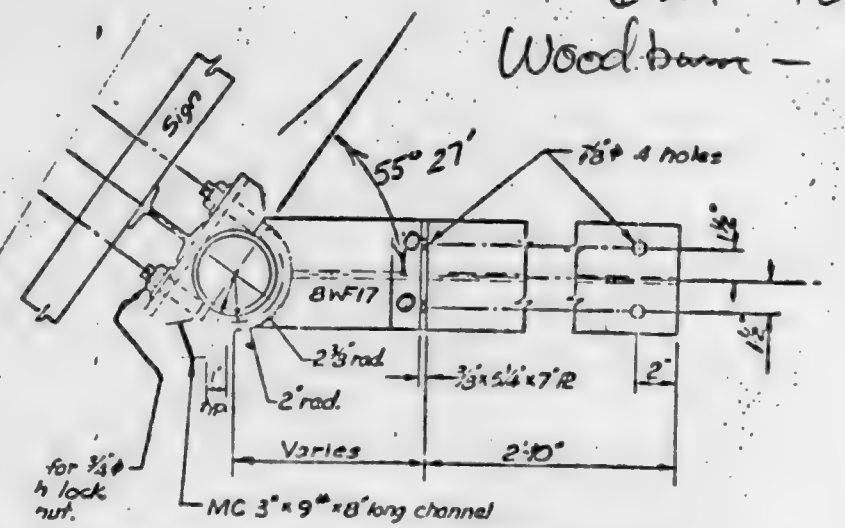
624-1084

Woodburn – Hub



Plan

Woodburn undercrossing



TYP PLAN · SIGN MOUNTING ARM

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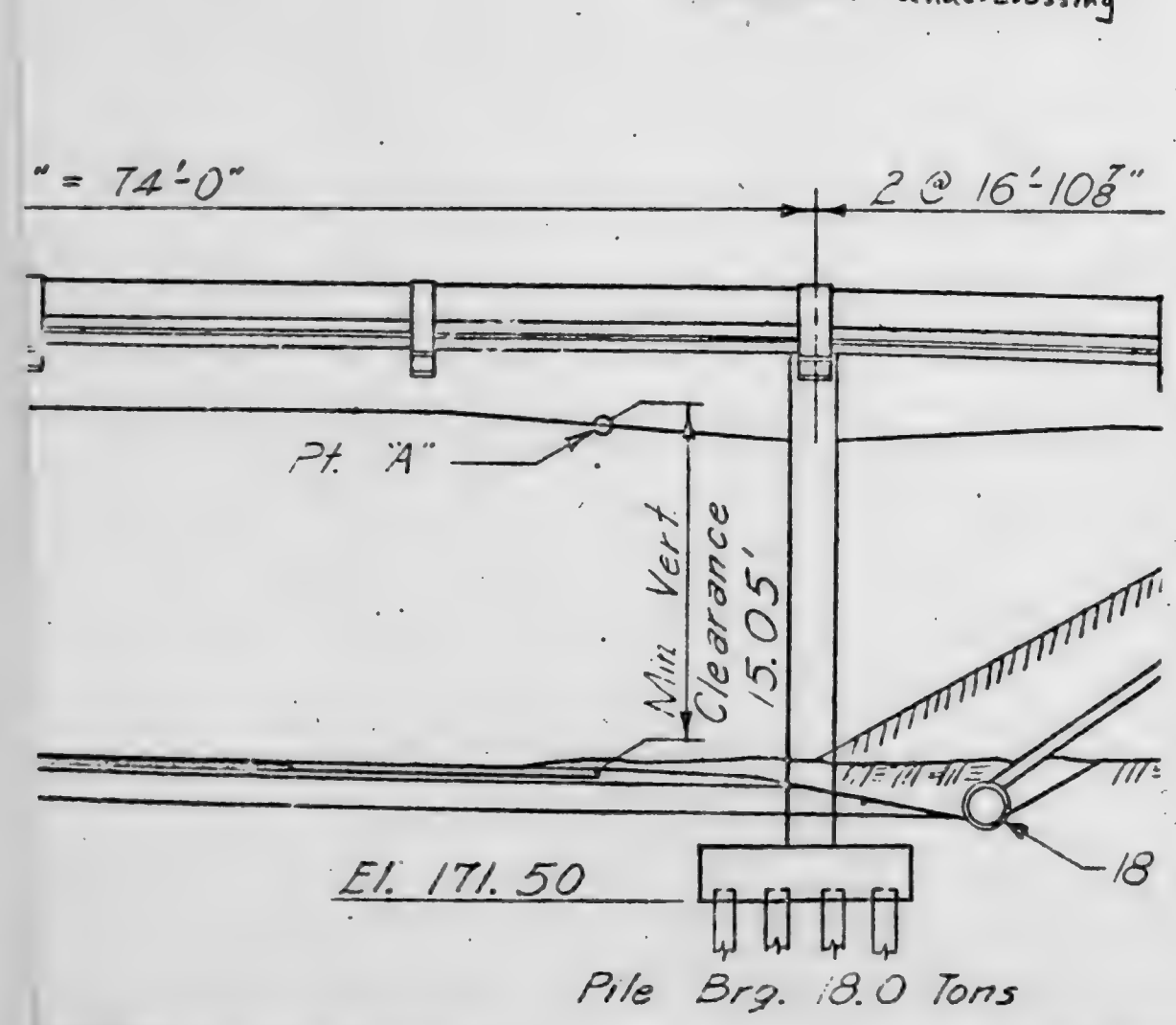

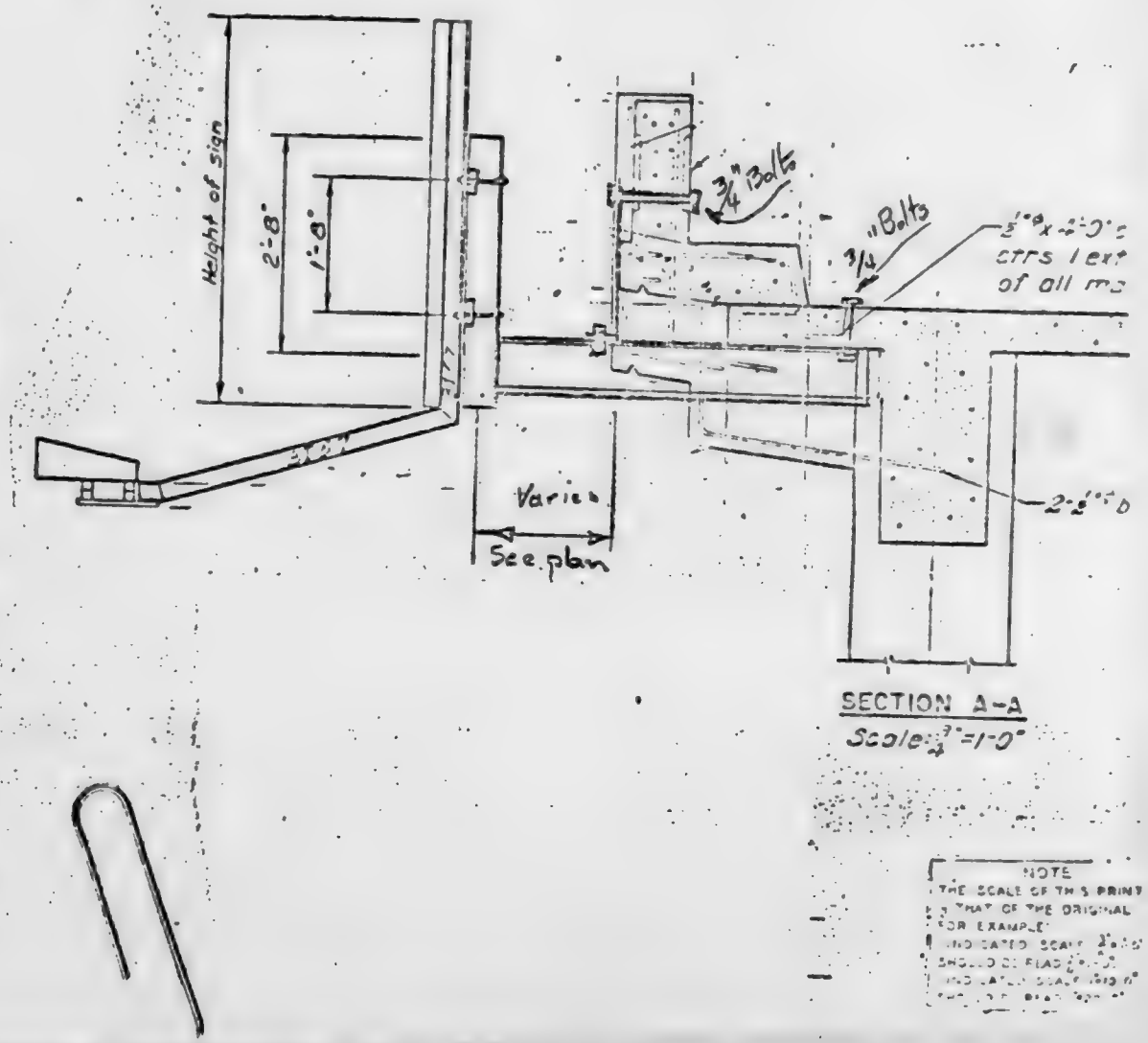

SECTION A-A

Scale: ¾"=1'-0"

NOTE
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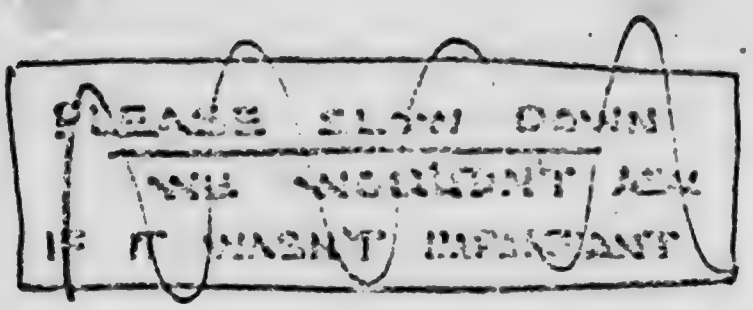

4-13-73 Approved
Transmit one copy each
to all concerned
D. Kunis

Yellow on Blue

Rick -
Please order

PLEASE SLOW DOWN
WE WOULDN'T ASK
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Jerry cc Karren Mueller — Sent 4-13-73 DR

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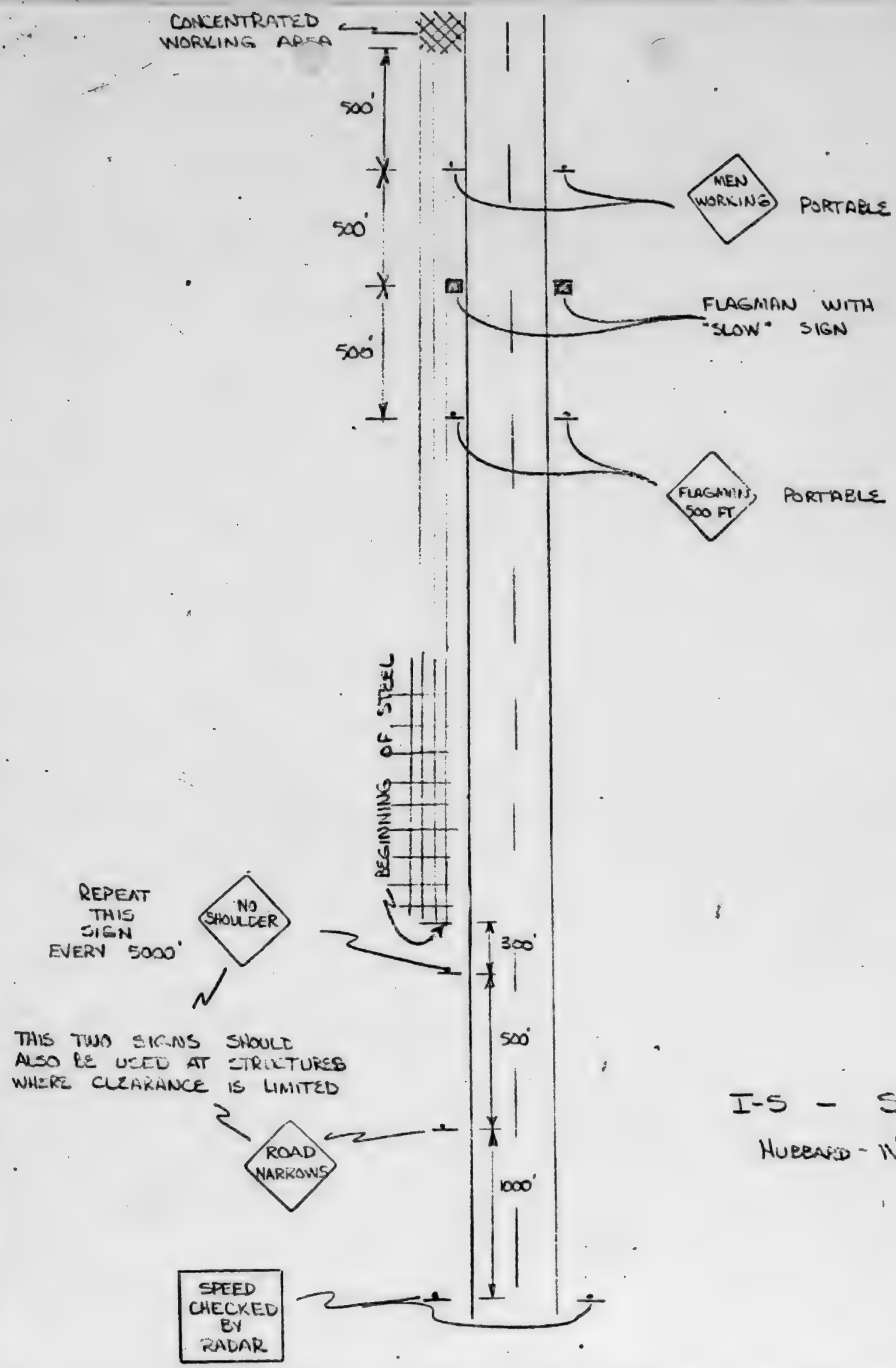

I-5 – STAGE II

HUBBARD - WOODBURN

624-1084

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 7673

DATE April 20, 1973

TO Memo To The Files

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Suggested Traffic Improvements
Hubbard Intch.-Woodburn Section

Assistant State Highway Engineer H. S. Coulter Monday, April 9th, suggested the following traffic improvements:

RADAR SIGNS
Standard SPEED CHECKED BY RADAR signs were immediately installed. These proved to be too small and were subsequently replaced with 48"x60" signs.

SPEED ZONE AHEAD SIGNS
This area is already in a speed zone and SPEED ZONE AHEAD signs would not be appropriate. Therefore, the attached plan was ordered implemented which would emphasize the reason for the reduced speeds. The contractor drug his feet on his portion of these signs and he is being ordered by letter to conform Monday, April 23rd, or be shut down.

FLAGMEN
This is part of the afore mentioned plan which the contractor is expected to put into effect.

PARKED POLICE CARS
An inquiry was made of State Police Lieutenant Mark Kezar April 9th. April 13th he said this could not be allowed. However, it is our intention to immediately assign two of the old unmarked police cars to this project.

On Wednesday, April 11th, Construction Engineer C. T. Keasey suggested a field review. This was done with him Friday, April 13th. In addition he requested:

CATCHY SIGN
He wanted an eye catching sign at each end of the project. Several suggestions were reviewed. Regional Traffic Engineer Rick Kuehn suggested PLEASE SLOW DOWN-WE WOULDN'T ASK IF IT WASN'T IMPORTANT. The sign was approved April 13th and ordered installed overhead. See the two attachments.

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

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GWW/sr
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Hubbard — Woodburn Section

Statesman 4-17-73

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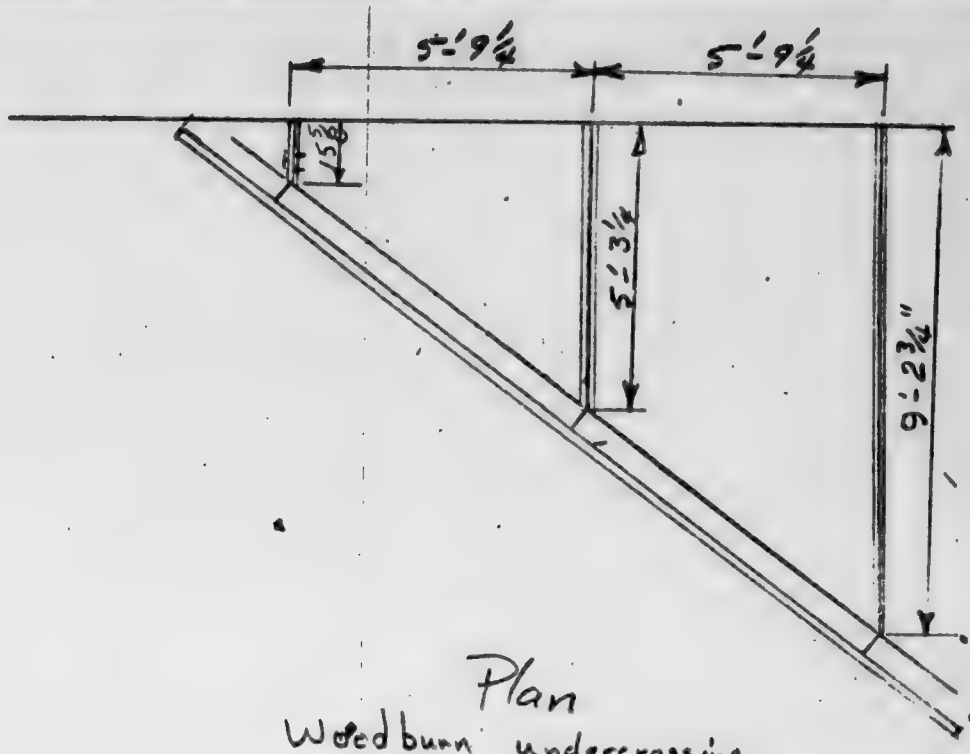

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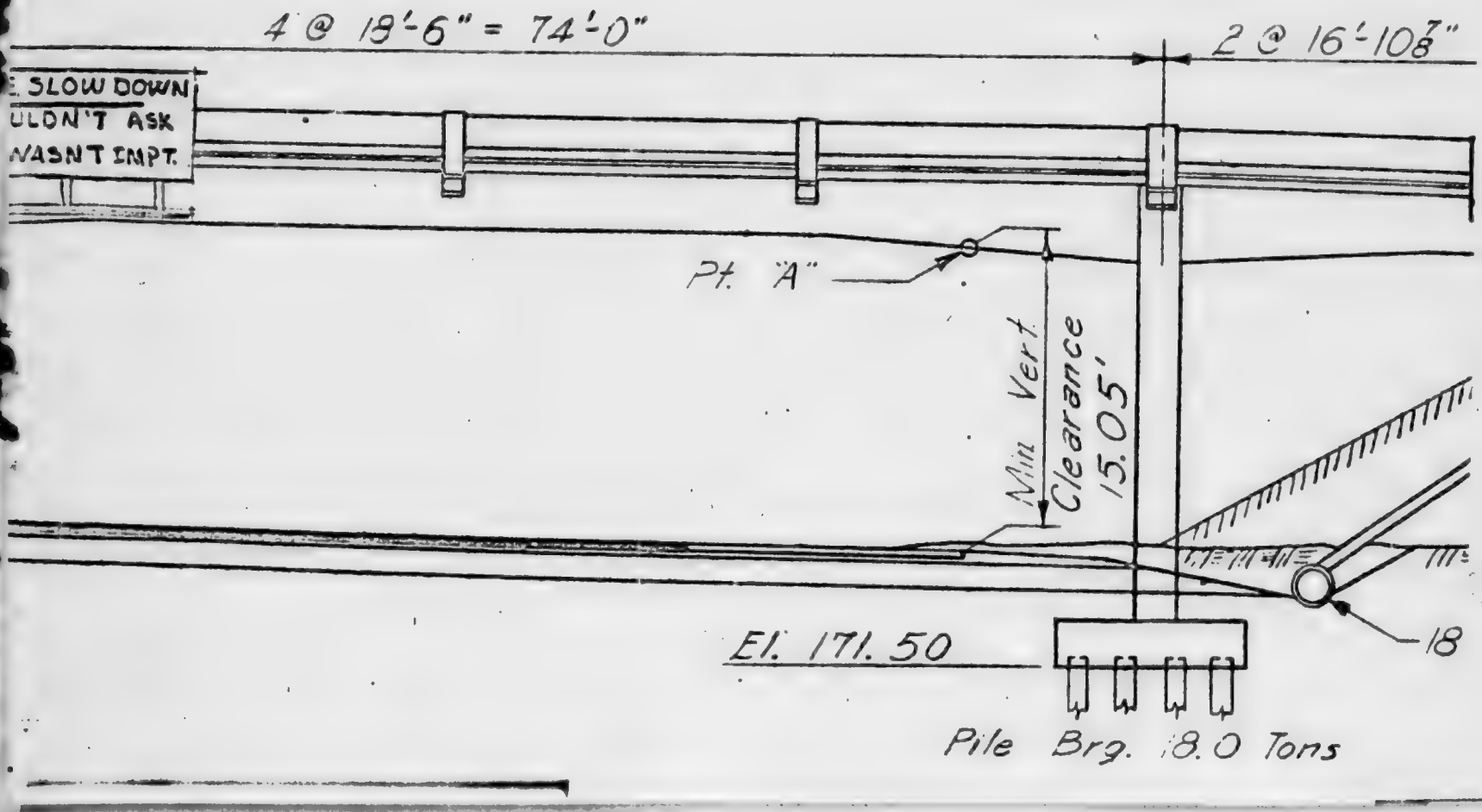

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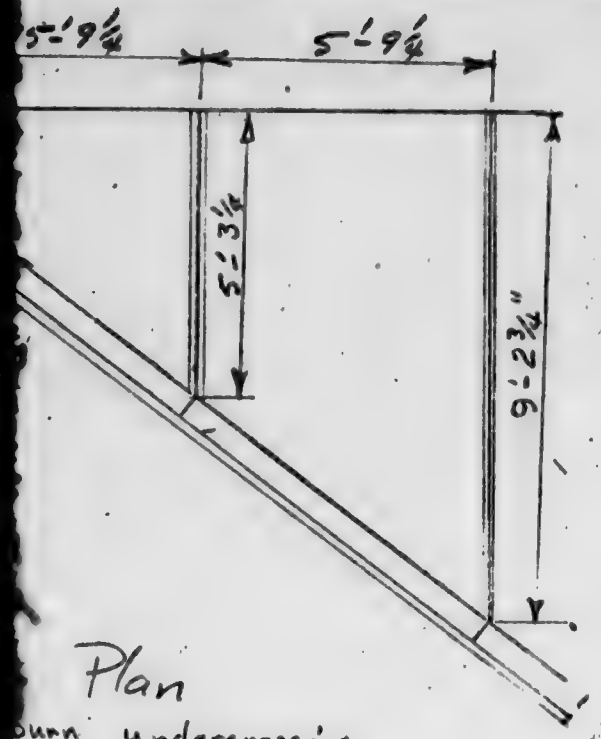
Woodburn – Hubbard



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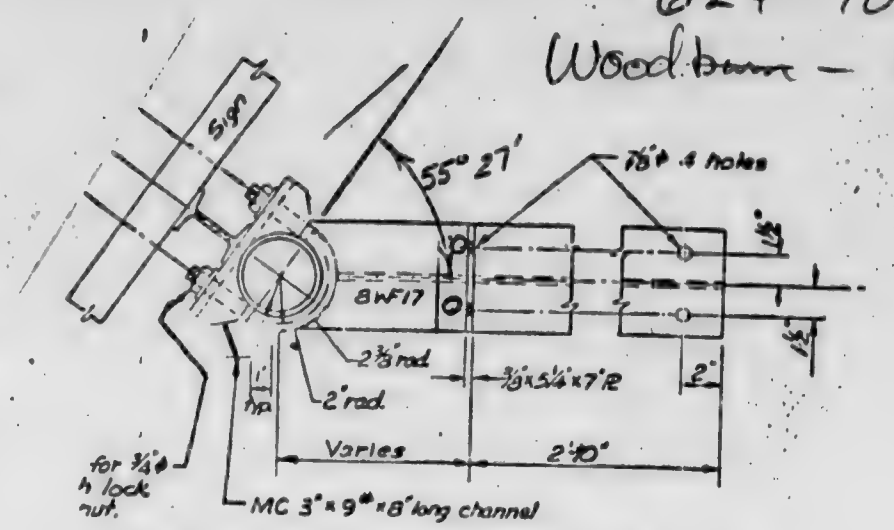

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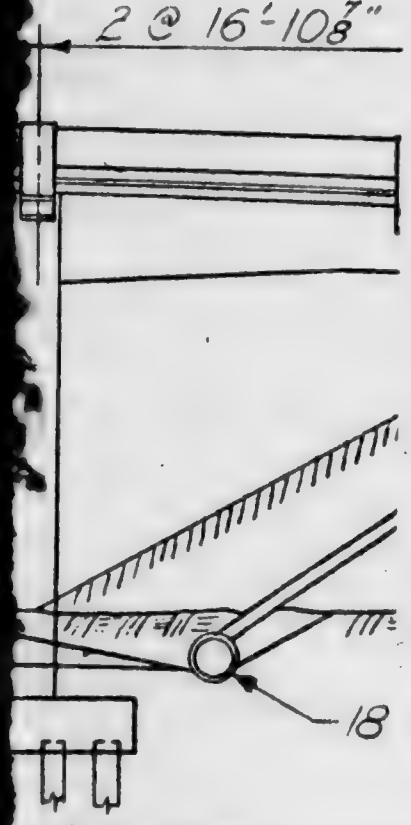

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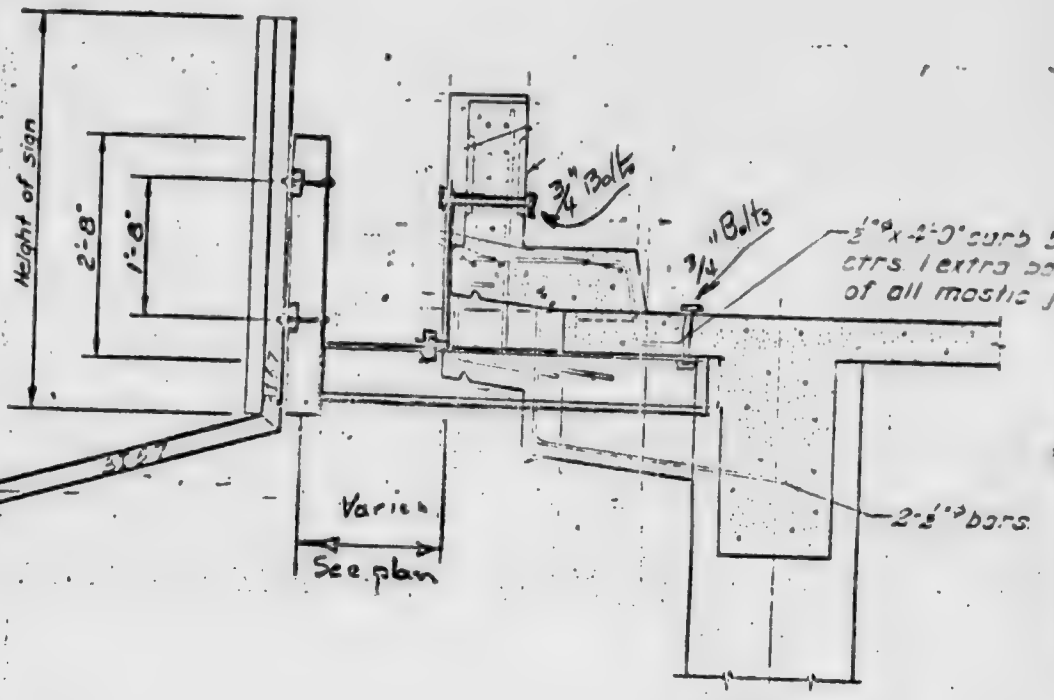

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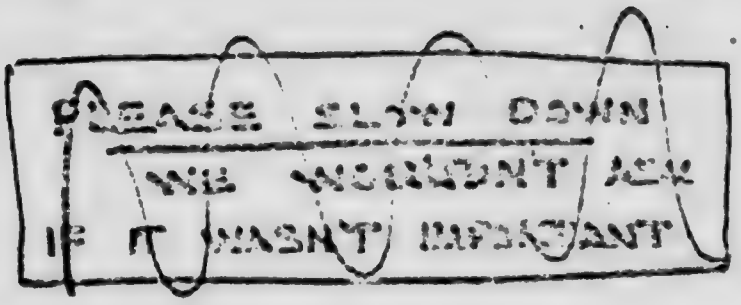

4-13-73 Approved
Want one overhead
sent to Lou Martin
J. Kuntz

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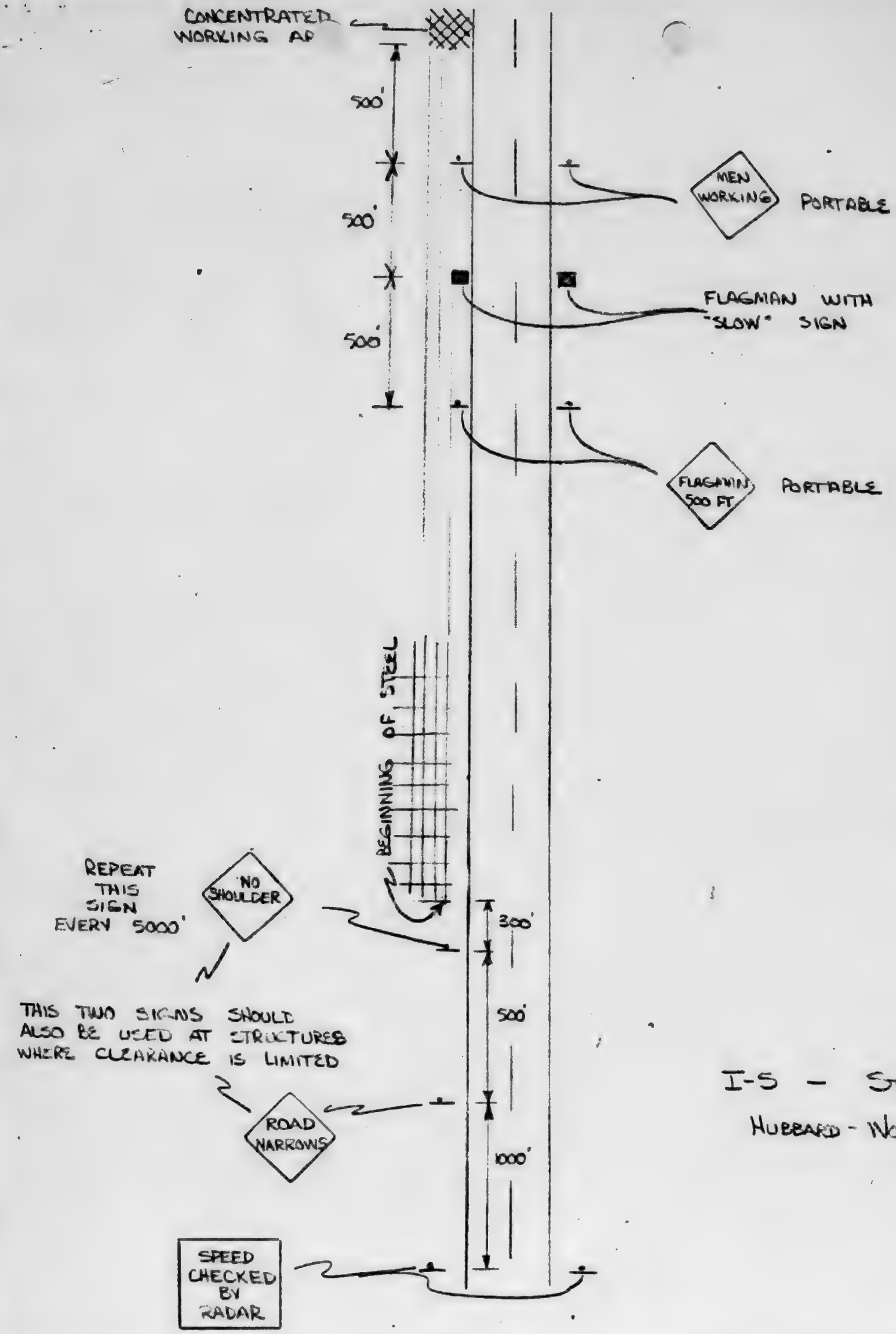

I-5 – STAGE II

HUBBARD - WOODBURN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. L. H. Young, Office Engineer

DATE: April 18, 1973

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Hubbard Interchange-Woodburn Interchange
Oregon Project I-5-5(52)274
Extra Work Order No. 20

NOTED
H. S. COULTER

Your request for Federal-aid Interstate participation in the subject extra work order for additional signing and lighting barricades on detours during paving operations has been reviewed.

This order was reviewed on 3-29-73 and at that time it was determined that this type of traffic control was the contractor's responsibility under the terms of the contract and the general provisions.

Therefore we do not consider this work as eligible and the work will be classified as nonparticipating.

RECEIVED
STATE HWY ENGR
APR 19 '73
REFER TO
Coulter
FOR
Info | Issues | PD | DIR | Act | File

NOTED
A. E. JOHNSON

5-1-73
cy to Mr. Gaughey

4-26-13
cy to Mr. Anderson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7693

OREGON STATE HIGHWAY DIVISION

Region 2
Room 205, E. Salem Highway Building
2960 E. State Street, Salem, Oregon 97310

April 18, 1973

7693
7696

Greyhound Bus Lines
Senior Transportation Superintendent
509 S.W. Taylor
Portland, Oregon

Dear Sir:

Construction Speeds
Interstate 5

The Highway Division currently has under contract the widening of I-5 between the Hubbard Interchange and the Hayesville Interchange. The projects involve construction of three lanes of continuously reinforced concrete pavement both northbound and southbound for a distance of approximately 22 miles. The northerly nine miles has been under construction for about one year, and the southerly 13 miles is now contracted and work will begin as soon as weather permits.

One of the major problems in projects of this type is traffic control. Speeds must be reduced through areas with restricted side clearances and where men and equipment are working near the highway. To aid in reducing speeds through these areas, reduced speed zoning has been provided by the State Speed Control Board, and "Speed 50" signs have been installed. These signs are exposed immediately prior to and through the areas of the projects where hazards are in existence, and will be exposed, day and night, as long as the hazard remains.

Unfortunately, the traveling public appears to require additional incentive to observe the speed reduction requirements. The Oregon State Police are patroling the area as required to enforce the speed restrictions which have been imposed, and are citing all vehicles; cars, trucks, and busses, in violation of

these restrictions. In order to simplify their job and ours, we are requesting that you advise your drivers of the speed zoning and urge them to be especially cognizant of the posted speeds. A vehicle the size of those which you operate, moving at reduced speed is an excellent reminder to the other drivers that they are in a restricted speed zone. Conversely, operation of your vehicles at excessive speed may encourage others to do likewise.

We would like to construct these improvements to the freeway as safely as possible, and are doing all we can to minimize the traffic hazards. Our contractors are concerned, we are concerned, and we are sure your organization is concerned with the safety of all the people involved in this sort of an operation. Your cooperation will be a big help in providing a better facility for everyone with a minimum of safety problems.

Very truly yours,

C. O. Fredrickson
REGIONAL ENGINEER

COF/jc

bc H. S. Coulter
Warren Mueller
Ed Hall
Lt. Kezar

SAME LETTER SENT TO: Hamman Stage Lines
Oregon Trucking Associations, Inc.
Trailways Bus Depot

RECEIVED
APR 19 1973
Office of
Assistant State Highway Engineer

624-1084

5

OREGON STATE HIGHWAY DIVISION

P.O. Box 272
Woodburn, Oregon 97071
April 17, 1973

7693

Anderson-Hannan-Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

RE: Hubbard Intchge. - Woodburn Intchge.
Contract No. 7693
PCC Broom Finish

Attn: Robert Hafstad
Project Manager

Gentlemen:

Your request to John Walker of our department was reviewed in detail April 17, 1973. The decision still remains that the Oregon State Highway Division does interpret the specification 450.46C to mean transverse brooming from edge to edge. Furthermore, they do not wish to have any trial section of longitudinal brooming.

Respectfully,

James E. Chaney
Resident Engineer

by

Warren E. Mueller
Resident Bridge Engineer

WEM/ec

cc: Region Engineer
File (2)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 16, 1973

TO MEMO TO THE FILE

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Transverse Brooming
Hubbard Int.-Woodburn Int. Sec.

Upon reviewing Matich's paving equipment and finding no transverse broom, Resident Engineer Warren Mueller wrote Andersen-Hannan, Rogers, Matich the attached letter April 5. Michael Duffy's April 10 reply is attached.

As a result of that reply, C. O. Fredrickson, Warren Mueller, and I met with Mr. Duffy most of the Thursday, April 12 morning.

Mr. Duffy indicated bidding had been done on the presumption of longitudinal brooming. He further indicates describing the equipment they intended to utilize at our February 28 interim pre-construction conference on the PC Paving. Neither Mr. Fredrickson nor I recollect any agreement that longitudinal brooming will be allowed or sufficient description of the equipment that would have led us to the conclusion that this was what the contractor anticipated.

Mr. Duffy further hangs his hat on three different interpretations of our specifications:

(1) the special provision requiring a broom finish in effect wipes out this standard specification that describes how the broom finishing is to be done;

(2) the Standard Specification requires brooming from edge to edge and he interprets this as being the width the longitudinal broom has to be;

(3) he further indicates any particular panel has four edges and that he had chosen by option the two extreme edges to broom from.

He suggested an approximate three-day or three-mile test section which would allow him to start paving on the scheduled Tuesday, April 17. He could then find transverse brooming equipment in time to keep from shutting down.

This was reviewed with Assistant State Highway Engineer H. S. Coulter at a dinner with Mr. Duffy that same evening wherein addition to those from the morning session, Warren Mueller, Cliff Lehman, and Keith Rebo were also in attendance.

The following morning, Friday, April 13, C. O. Fredrickson reviewed the matter with Mr. Coulter and Assistant State Highway Engineer E. S. Hunter. It was decided that we would expect full conformance to our interpretation of the specifications. As a matter of information, it rained heavily in the Woodburn area the evening of Thursday, April 12. The plant site became to wet that equipment could not operate. It is possible paving could not have commenced Tuesday, April 17.

Upon being informed of the decision, Mr. Duffy requested this in writing which Mr. Mueller did. Then Mr. Duffy flew out to California. During this time, Mr. Jack Matich was at the Watergate Hotel and was being briefed at least daily by Mr. Duffy on the phone.

GW/jc

cc: H. S. Coulter
C. T. Keasey
Warren Mueller

RECEIVED
APR 19 1973
Office of
Assistant State Highway Engineer

624-1084

REGION 2 ENGINEER
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OREGON STATE HIGHWAY DIVISION
P.O. Box 272
Woodburn, Oregon 97071
April 13, 1973

Anderson-Hannan, Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

RE: Hubbard Intchge.-Woodburn Intchge.
Pacific Highway
Contract No. 7693

Attn: Mike Duffy

Gentlemen:

This is to confirm my verbal instructions this morning regarding the broom finish of P.C.C. paving. Our construction office thoroughly reviewed your request to try longitudinal brooming on a trial basis. Their decision was that all brooming is to be transverse.

Respectfully,

James E. Chaney
Resident Engineer

by

C.V. Lehman, Jr.
Asst. Res. Engineer

JEC/jg
cc: Bob Hafstad
Region
File

624-1084

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REGION 2 ENGINEER
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ANDERSEN-HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

April 10,1973

Oregon State Highway Dept.
P.O. Box 272
Woodburn, Oregon 97071

Re: Hubbard Interch.-Woodburn Interch.
Contract No. 7963

Attention: Warren E. Mueller
Res. Bridge Engineer

Gentlemen:

We have received your letter of April 9, 1973 regarding final finish of concrete pavement on the subject contract.

We still disagree with your interpretation of the Special Provisions, which very breifly state;(the final finish shall be a broom finish:). It has always been our intention to provide a broom finish applied mechanically from the back of the "Matich Float" as it proceeds along the roadbed on its last pass over the work.

If, as you state, the intent of the contract was to broom the pavement in any particular manner, it should have been more clearly defined and specified, and further more the edge to edge requirement is still not perfectly clear as to longitudinal or transverse direction. The contract special provisions for the adjacent project from Woodburn to Hayesville go to a considerable more detail of final finish requirements and had that been the intent of the subject contract, why was it not also detailed more specifically and clearly.

Since it is apparent this difference of opinion cannot be resolved at the project level, we,respectfully request a meeting with the Area Engineer be scheduled as soon as possible in order to prevent any delay in the prosecution of the work.

Yours truly,

ANDERSEN-HANNAN-ROGERS-MATICH

Robert Hafstad
Project Manager

By:Michael Duffy
Concrete Manager
MATICH CORPORATION

MD/pf
cc. File

OREGON STATE HIGHWAY DIVISION

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April 5, 1973

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P.O. Box 215
Aurora, Oregon 97002

RE: Hubbard Intchge. - Woodburn Intchge.
Pacific Highway
Contract No. 7693

Attn: Robert Hafstad
Project Manager

Gentlemen:

In a discussion with Mike Duffy, of Matich Corp., I find that his interpretation of the Special Provisions for this project, page 28 section 450-46C Final Finish, is that a longtitudinal broom finish is in order. This is not the Highway Division's intent in writing this section.

The position we take is that Section 450-46C is broken into two parts; C-1, Burlap Drag; C-2, Broom Finish.

The Special Provisions direct the contractor to Broom Finish and do not say that any portion of the Standard Specifications have been deleted.

Therefore, you are directed to comply with section 450-46C-2 which states "the broom shall be drawn from edge to edge of the pavement with adjacent strokes slightly overlapping."

Respectfully,

James E. Chaney
Resident Engineer

by

Warren E. Mueller
Res. Bridge Engr.

JEC/ec
cc: Matich Corp, Mike Duffy
Region Engineer
file (2)

7693

#7693

5

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE APRIL 13, 1973

TO: STATE OF OREGON
STATE HIGHWAY BLDG.
SALEM, OREGON

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: TEEPLES & THATCHER
11535 SO. WEST TIETERMAN AVE.
TIGARD, OREGON
in the county of WASHINGTON, State of Oregon, and on the order of (contractor) _____. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 2 day of APRIL 1973, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

GENERAL CONTRACTOR:
ROGERS CONST.
11760 NO. EAST GLISON
PORTLAND, OREGON

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts

Aileen Roberts
Office Manager

AR/mds
REGISTERED MAIL NO. 399046
JOB: OREGON STATE HIGHWAY DIVISION

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

PUBLIC JOB

THROUGH THE NORMAL COURSE OF BUSINESS, WE WOULD CERTAINLY NOT EXERCISE A LIEN ON YOUR PROJECT - A PROJECT WHICH IS IMPORTANT TO OURSELVES AND TO OUR CUSTOMERS. IT IS OUR UNDERSTANDING, HOWEVER, THAT PRESENT LAWS DICTATE THAT WE SEND THIS PRELIMINARY NOTICE.

IN ORDER TO PRESERVE LIEN AND STOP NOTICE RIGHTS, A MATERIAL DEALER OR SUB-CONTRACTOR HAS TO SEND A PRELIMINARY NOTICE, NOT LATER THAN 10 DAYS AFTER FIRST DELIVERY OR COMMENCEMENT OF WORK ON EACH JOB, TO THE PRIME CONTRACTOR.

WE APPRECIATE YOUR COOPERATION IN THIS MATTER, AND HOPE THAT YOU WILL CALL IF THERE ARE ANY QUESTIONS.

L. B. FOSTER COMPANY

5

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE April 11, 1973

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 20

Project Hubbard Intchge - Woodburn Intchge

Highway Pacific

Counties Marion & Clackamas

The order covers additional signing and lighted barricades for detours during paving operations. This work is in addition to that provided by the plans and specifications. The additional safeguards are necessary and in the interest of the travelling public due to the close proximity of workmen and equipment.

Attached are copies of letters from the Regional Engineer.

This work was discussed with the Federal Highway Administration District Engineer on March 29, 1973. Work began on March 19, 1973.

Your approval retroactive to March 19, 1973 on a participating rather than a nonparticipating basis is reuqested.

Attach.

JK:dgk

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 11, 1973

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 16

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion & Clackamas

The Order covers furnishing, installing and removing temporary guide posts. This work is necessary to adequately delineate the outer shoulders during stage II construction thereby improving safety conditions for the traveling public. This work is in addition to that covered by the plans and specifications.

Attached are copies of letters from the Regional Construction Engineer and the Regional Traffic Engineer.

This work was tentatively recommended for approval subject to review by the Federal Highway Administration Highway Engineer Trainee on March 8, 1973.

Your approval as of March 8, 1973 is requested.

Attach.

JK:pr

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7693 Salem, Oregon

DATE April 9, 1973

TO Memo To The Files

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT Workmen and Traffic Safety
Hubbard Intch.-Woodburn Section

Several meetings were held on the project Wednesday, April 4th, with representatives of the State Police, contractor, Iron Workers Union, AGC, and Highway Division. These meetings concerned the Iron Workers and traffic safety. Particular emphasis was placed on the need for more separation.

As a result of these meetings, four things were promised by the Highway Division:

(1) State Police speed enforcement would be reviewed. See Lieutenant V. L. Kezar's attached April 5th memorandum.

(2) "Speed Checked By Radar" signs would be installed at each end of the project. See the attached specification. This has prior approval of Construction Engineer, C. T. Keasey, Thursday, April 5th.

(3) We would arrange for a news release with a picture emphasizing safety of the workmen adjacent to traffic. Mr. John Early was most cooperative in arranging this.

(4) We would allow traffic to be shifted in accordance with the "lane control at paving areas" shown on drawing No. 27867 in the plans.

All of the above items are being cited in the attached letter from Resident Engineer, Jim Chaney. In addition, radar speed checks have been made. It is attached as well as earlier checks in both the 70 MPH and 50 MPH zones. In summary, the 85% speeds were:

DATE	LOCATION	DIRECTION	85% SPEED
May 23, 1972	70 MPH Zone	NB	75.00
" " "	" " "	SB	72.50
" " "	50 MPH Zone - with roadside activity	NB&SB	63.00
" " "	50 MPH Zone - with NO roadside activity	NB	67.50
" " "	50 MPH Zone	SB	66.50
August 17, 1972	70 MPH Zone	NB	70.50
" " "	" " "	SB	68.50
" " "	50 MPH Zone - with roadside activity	NB	59.50
" " "	50 MPH Zone - with roadside activity	SB	56.00
" " "	50 MPH Zone - with NO roadside activity	NB	56.50
" " "	50 MPH Zone - with NO roadside activity	SB	57.50
April 5, 1973	50 MPH Zone - adjacent to steel workers	NB Cars	59.50
		NB Trucks	54.00

Copies of these speed checks will be furnished the contractor. In addition, the contractor's 40" traffic cones were weighed. They weigh 13.8 lbs. each. The specifications required that they weigh at least 12 lbs. each.

GWW/sr

cc: H. S. Coulter w/attach's.
C. T. Keasey " " "
Jim Chaney " " "

624-1084

OREGON STATE HIGHWAY DIVISION

P.O. Box 272
Woodburn, Oregon 97071
April 5, 1973

REGION 2 ENGINEER
RECEIVED
APR 9 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

Anderson- Hannan-Rogers & Matich
P.O. Box 215
Aurora, Oregon 97002

RE: Hubbard Intchge. - Woodburn Intchge.
Pacific Highway
Contract No. 7693

Attn: Robert Hafstad
Project Manager

Gentlemen:

Reference is made to the meeting of April 4, 1973 at which time representatives of the Joint Venture, Highway Division, State Police and A.G.C. Safety Officer were present. Safety for the workmen during construction of the PCC pavement was discussed and the following things were agreed to be tried.

1. The State Police will increase their patrols of the area and we will leave the 50MPH signs uncovered 24 hours per day in the area which has metal reinforcement in place.

2. We will have the contractor install "SPEED CHECKED BY RADAR" at each end of the project.

3. We will run a speed check of the traffic to determine the travel speed of the vehicles. This was done April 5th with the following results:
   A. ½ hour speed check
      a. 200 cars 85% having average speed of 59½ MPH
      b. 57 trucks 85% having average speed of 54 MPH
   This speed check indicates that traffic has, on the average, slowed down from the open freeway 85% rate of 72 MPH.

4. The contractor may use the traffic control shown for the paving area on Dwg 27867, which is only a minimum, supplementing it with additional signs and delineations as may be necessary to protect the workmen.

5. We are arranging for news releases and radio and T.V. coverage.

cc C.T. Keasey w/attach 4-12-73SR

Attached is a copy of the State Police report of out meeting.

Respectfully,

James E. Chaney
Resident Engineer

by

Warren E. Mueller
Res. Bridge Engr.

JEC/ec

encl.

cc: Region Engineer
file (2)

MEMO OF CALL OR VISIT

TO Gerry

SECTION | DATE 4-5 | TIME 1.25 A.M. P.M.

NAME, ORGANIZATION OF CALLER

Warren Muller

ACTION

☐ TELEPHONED ☐ VISITED OFFICE ☐ RETURNED YOUR CALL

☒ RADIO'D

☐ REQUESTED YOU CALL HIM AT _____ ☐ _____

☐ WILL VISIT OFFICE AGAIN AT _____ A.M. P.M. ON _____

MESSAGE

Candle stick type cones weigh 12.8 lbs each.

SIGNATURE

FORM E-361

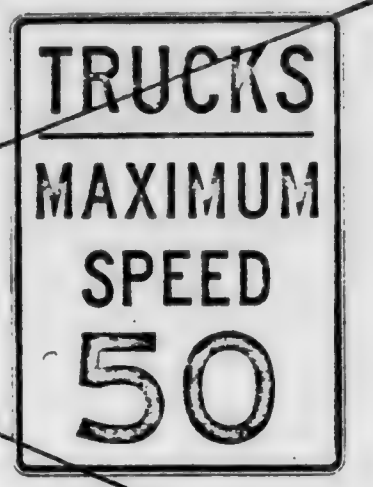
Hubbard — Walburn

N

TRUCKS MAXIMUM SPEED 50 SIGN R-206

The TRUCKS MAXIMUM SPEED 50 sign shall be used to remind motor truck drivers of ORS 483.116(3) which states, "Motor trucks when equipped with pneumatic tires shall be subject to the provisions of ORS 483.102; but the maximum speed for such trucks on any street or highway shall be 50 miles per hour."

The sign shall be erected on all highways at the entrance to the State and at 20 to 30 mile intervals throughout the State. Care shall be taken that the sign is *NOT* erected within any prima facie or indicated speed zone which has a numerical value of 50 MPH or lower.



SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3	LINE 4
R-206-42	30"x42"	6"-C	5"-C	5"-C	10"-E
R-206-60	48"x60"	6"-E	6"-E	6"-E	12"-E

SPEED CHECKED BY RADAR SIGN R-207

The SPEED CHECKED BY RADAR sign shall be used to inform the motorist that radio-micro waves or other electrical devices are being used for law enforcement purposes.

In accordance with ORS 483.112(5), any municipality using such devices shall erect and maintain the SPEED CHECKED BY RADAR sign at a conspicuous place at or near the corporate limits of the municipality upon each State highway and arterial thoroughfare entering the municipality and at such other places as may be deemed necessary for the information of the traveling public.

The SPEED CHECKED BY RADAR sign shall be erected at the entrance to the State on all State highways and at such other places as may be deemed necessary.

SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3	LINE 4
R-207-36	30"x36"	5"-C	5"-C	5"-C	5"-C

PLACE ON BOTH SIDES OF ROADWAY, NEAR EACH END OF PROJECT

Form 8

MEMORANDUM

OREGON STATE POLICE

Salem, April 5, 1973

To: Thomas N. Eaton, Captain

From: V. L. Kezar, Lieutenant

Reference: TRAFFIC CONTROL IN HIGHWAY CONSTRUCTION

Freeway construction north of Woodburn is again presenting traffic control problems with construction workers and equipment in the area. The designated speed in the construction area, when conditions warrant, is 50 MPH. Regulatory signs are displayed accordingly.

We see the need to intensify our enforcement effort in this critical area and have already met with Highway Department officials and the construction company people in this regard. We presently are assigning two patrols on the Freeway between Salem and the Aurora Junction with instructions to concentrate in the construction area when the need dictates.

The radar unit is being used in this area, also.

Our members made fourteen arrests in the construction area on April 4, 1973, for speed and hazardous type violations.

We will closely monitor the traffic problems in the construction zone and may assign additional people in this area if necessary.

VLK:ll

Copy to: Headquarters
Mr. Gerald W. Wimer, Oregon State Hwy. Dept.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. I-5

HIGHWAY NO. 1

MILE POST 275.60

GENERAL LOCATION 0.80 MILE SOUTH OF FELLERS RD.

DATE APRIL 5 1973

TIME 1:10 P.M. TO 1:40 P.M.

WEATHER CONDITION Clear : dry

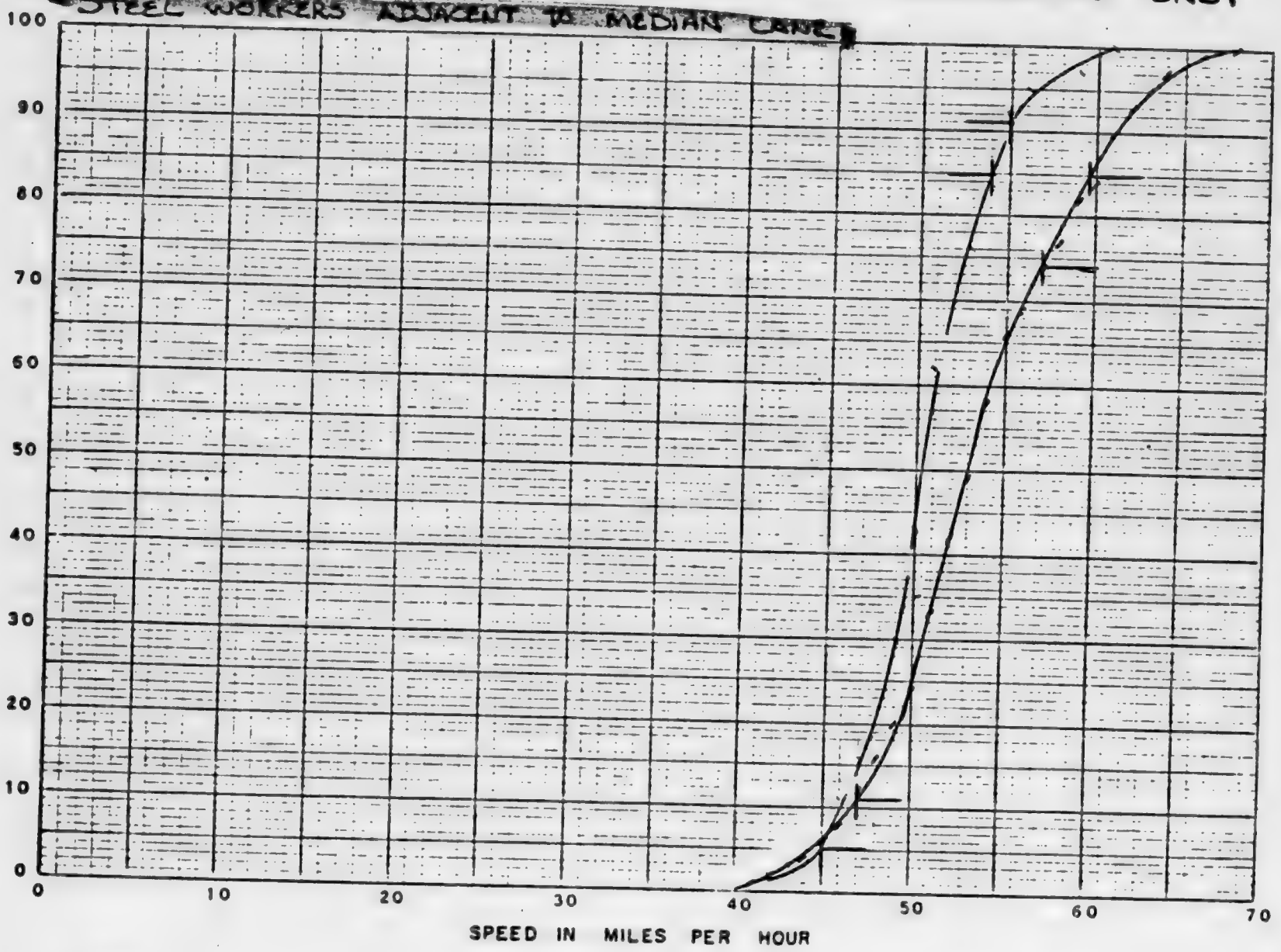
NUMBER IN SAMPLE 256

——— CARS ~~BOUND~~

— — — TRUCKS ~~BOUND~~

NORTHBOUND ONLY

STEEL WORKERS ADJACENT TO MEDIAN CURB



ITEM	CARS ~~BOUND~~	TRUCKS ~~BOUND~~
85% SPEED	[redacted]	54.00
PACE LIMITS	47-57	45-55
% IN PACE	63	86
MAX. SPEED	68	61

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. I-5 DATE August 17, 1972

HIGHWAY NO. 1 TIME 1:25 P M TO 4:00 P M

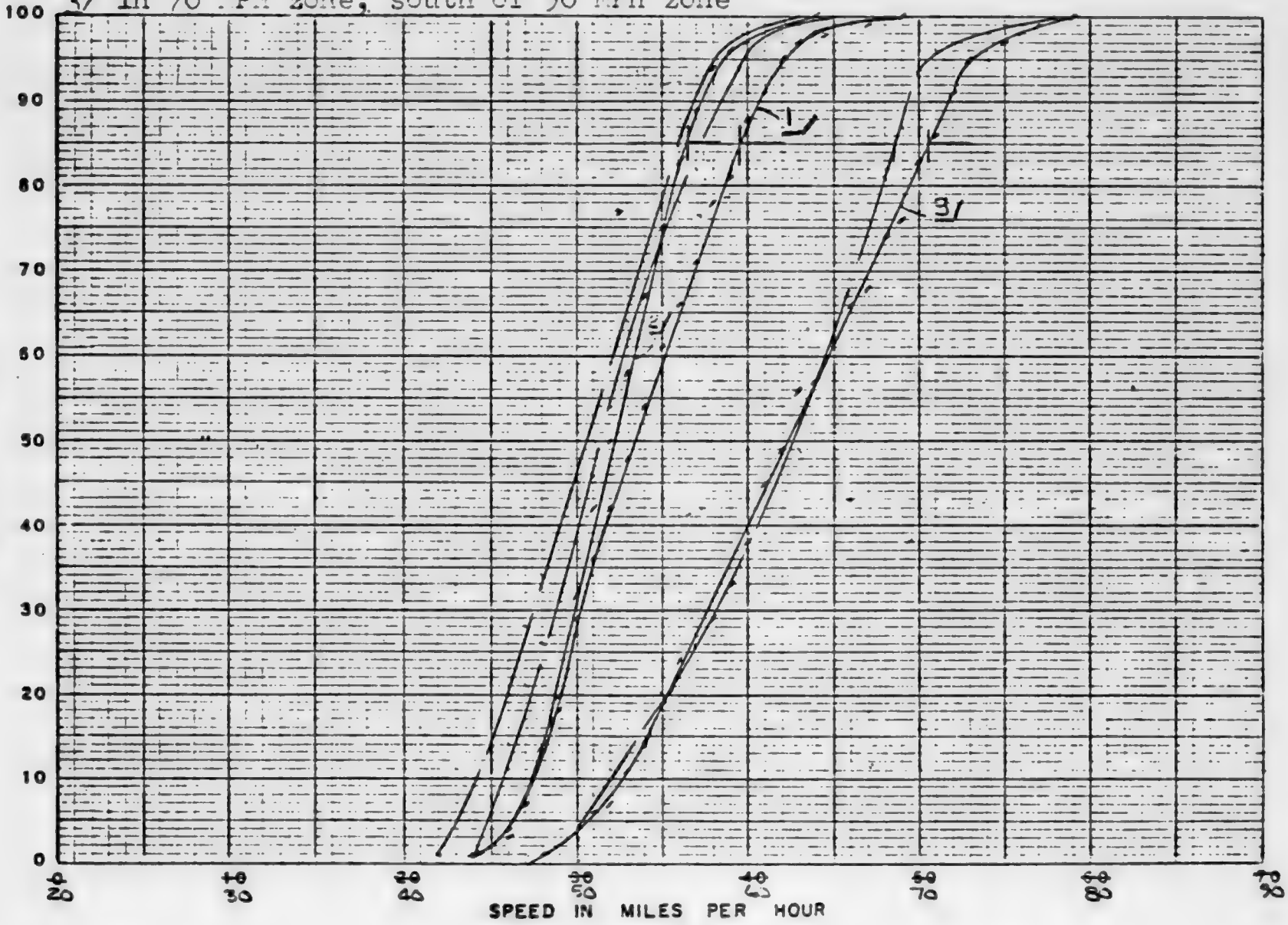
MILE POST 270 - 277 WEATHER CONDITION Cloudy & dry

GENERAL LOCATION Between Gervais NUMBER IN SAMPLE 600

Rd U-Xing and Fellers Rd O-Xing _____ North BOUND

_____ _ _ _ South BOUND

1/ In 50 MPH zone, some roadside activity
2/ In 50 MPH zone, no roadside activity
3/ In 70 MPH zone, south of 50 MPH zone



ITEM	North BOUND 1/	North BOUND 2/	North BOUND 3/	South BOUND 1/	South BOUND 2/	South BOUND 3/
85% SPEED	[illegible]	56.50	70.50	[illegible]	57.50	68.50
PACE LIMITS						
% IN PACE	63.00	67.50	75.00	63.00	66.50	72.50
MAX. SPEED	69	64	79	63	65	78

Results of speed checks taken in May 1972

RETURN TO BOYD

File 634-1084

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. I-5

HIGHWAY NO. 1

MILE POST 270.47, 274.00, 274.69 & 276.40

GENERAL LOCATION

Between Gervais Rd U-Xing and Fellers Rd O-Xing

DATE May 21, 1972

TIME 1:45 P.M TO 4:15 P.M

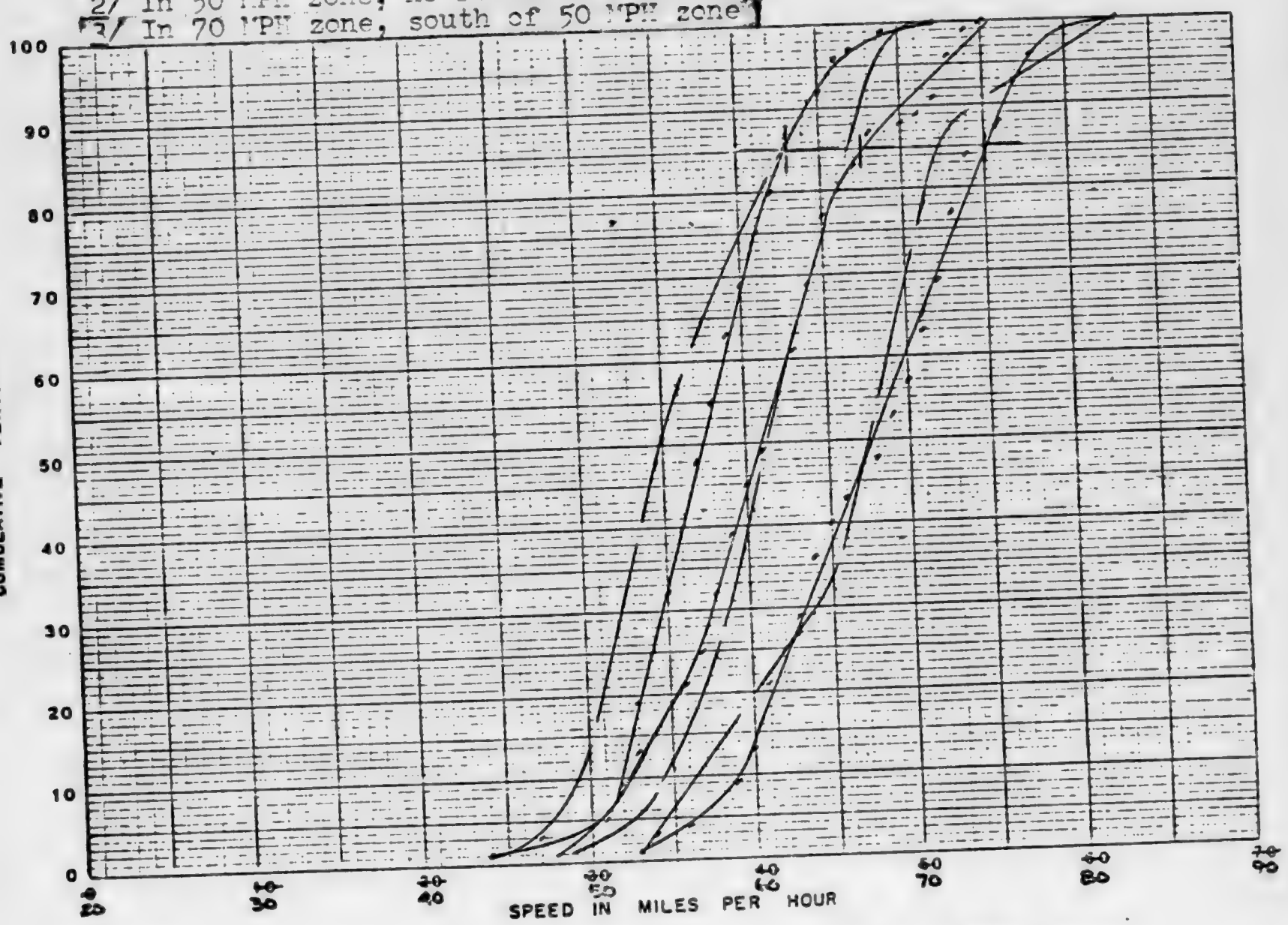
WEATHER CONDITION Cloudy & dry

NUMBER IN SAMPLE 450

——— North BOUND

— — — South BOUND

1/ In 50 MPH zone, some roadside activity
2/ In 50 MPH zone, no roadside activity
3/ In 70 MPH zone, south of 50 MPH zone



ITEM	North BOUND 1/	2/	3/	South BOUND 1/	2/	3/
85% SPEED	68.00	67.50	75.00	68.00	66.50	72.50
PACE LIMITS			———			———
% IN PACE			———			———
MAX. SPEED	72	74	83	72	71	83

7695

5

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

DATE: APRIL 9, 1973

TO: STATE OF OREGON
STATE HIGHWAY BLDG.
SALEM, OREGON

235-8661

Dear Sir:

It is with a great deal of pleasure that we have commenced delivery of material to your property which is described as: TEEPLES & THATCHER, 11535 SO. WEST TIETERMAN AVE. TIGARD, OREGON

in the county of WASHINGTON, State of Oregon, and on the order of (contractor) TEEPLES & THATCHER. Although your order came to us indirectly, we assure you that we do appreciate your patronage.

This notice is part of the customary routine of transacting the building material business, and is to inform you that we have furnished materials to your property on the order of, and charged to a third party. If, for some reason, we do not receive payment a lien may be claimed.

The first of such materials and supplies were furnished and delivered by the undersigned on the 2 day of APRIL 19__, and a lien may be claimed for all such materials or supplies delivered on and after that date. The payment by owner or lender to the contractor does not remove the right of the person furnishing materials or supplies to claim a lien against the property, unless the person giving the notice is, in fact, paid, and no further notice or any subsequent delivery to the owner is necessary.

This notice is sent to you as the owner, or reputed owner, of the premises upon which the materials and supplies are to be used and in compliance with the laws of the State of Oregon set forth in ORS 87.020.

Please do not hesitate to call on us if there is anything about this notice, that you do not understand, or if we can be of any other assistance to you.

GENERAL CONTRACTOR:
HANNA, ANDERSON, ROGERS AND MANACH
3427 N.E.HALSEY
PORTLAND, OREGON

Very truly yours,

L. B. FOSTER COMPANY

Aileen Roberts
Aileen Roberts
Office Manager

RECEIVED
APR 12 1973
STATE HIGHWAY COMMISSION

AR/vb
REGISTERED MAIL NO. 399043

JOB: OREGON STATE HIGHWAY DIVISION
SALEM, OREGON
(address)

FOSTER

GENERAL HEADQUARTERS: PITTSBURGH, PENNSYLVANIA • OFFICES IN PRINCIPAL CITIES

L. B. FOSTER CO.

REGIONAL HEADQUARTERS: ONE CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA 94111, TELEPHONE (415) 981-7000

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CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
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PUBLIC JOB

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IN ORDER TO PRESERVE LIEN AND STOP NOTICE RIGHTS, A MATERIAL DEALER OR SUB-CONTRACTOR HAS TO SEND A PRELIMINARY NOTICE, NOT LATER THAN 10 DAYS AFTER FIRST DELIVERY OR COMMENCEMENT OF WORK ON EACH JOB, TO THE PRIME CONTRACTOR.

WE APPRECIATE YOUR COOPERATION IN THIS MATTER, AND HOPE THAT YOU WILL CALL IF THERE ARE ANY QUESTIONS.

L. B. FOSTER COMPANY

FORM E-30-X 12-67

7692

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 3, 1973

To: MEMO TO THE FILES

SUBJECT: Maintenance of Stage Construction
Hubbard Interchange-Woodburn Section
Pacific Highway

FROM: C. T. Keasey
Construction Engineer

As a result of a stop work order on the paving operation on the subject project issued by the Resident Engineer, J. E. Chaney, on March 29, resulting from the refusal of the paving subcontractor, Cascade Construction Company, to perform maintenance on the widened stage construction areas, a meeting was held with the contractors' representatives in the Staff Conference Room of the Highway Building at 11 A.M. Friday, March 30. Present at the meeting were:

H. S. Coulter	Assistant State Highway Engineer, OSHD
C. T. Keasey	Construction Engineer, OSHD
G. W. Wimer	Region Construction Engineer, OSHD
J. E. Chaney	Resident Engineer, OSHD
W. E. Mueller	Resident Bridge Engineer, OSHD
George Schweizer	Rogers Construction Company
Pete Idlewine	Cascade Construction Company
Robert Hafstad	Project Manager, A-H, R, M

The contention of the subcontractor, and the prime also, was that the stage construction designed and shown in the plans for this project was inadequate to hold up under the volume and type of traffic to which it is being subjected, and that since it was constructed according to the plans and specifications and under the direction and control of the State, that the excessive breakup and necessary maintenance should be the responsibility of the State.

It was agreed that on this project the State would pay for future maintenance on the designed Stage Construction areas on the basis of force account payment for Equipment and Labor, and bid price of $6.45 less $0.75, or $5.70 per ton, for A. C. mix used in the repair of these areas. This payment for maintenance to begin on Friday, March 30, 1973, and to continue until the stage construction was abandoned.

It was also agreed that standby time would be paid on the AC hauling vehicles after 15 minutes delay on the maintenance operation.

It was also agreed that on maintenance performed by the contractor prior to March 30, the State would pay for the A.C. mix used at the contractor's bid price, and that all other maintenance expense was the contractor's responsibility.

At adjournment of the meeting, the stop work order was verbally rescinded, with written confirmation to follow.

CTK:fw

cc: H. S. Coulter
G. W. Wimer

RECEIVED
APR 4 1973
Office of
Assistant State Highway Engineer

S

7693

March 27, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 19

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

The Order covers repairing damaged Stage I pavement surface. Damage was sustained when traffic was temporarily detoured over the surface to facilitate running profiles on the existing pavement.

Attached is a copy of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on March 5, 1973.

Your approval as of March 5, 1973 is requested.

JK:bb
Attach.

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE March 20, 1973

Federal-aid Project No. I-5-5(52)274

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 17

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of providing drainage at Broadacres Rd. and Crosby Rd. to drain trapped water from the abutment beam seats. This work is necessary to prevent this trapped water from flowing over and staining the face of the abutments.

A copy of the Engineer's letter of explanation with a copy of the plan sheet showing the effected area is attached.

Tentative approval of this work was received March 2, 1973.

This work was tentatively recommended for approval by the Federal Highway Administration Highway Engineer Trainee March 12, 1973.

Your approval as of March 2, 1973 is requested.

Attach.

BMW:dqk

7693

March 12, 1973

The Honorable E. Walter Lawson
Mayor of Woodburn
550 North First Street
Woodburn, OR 97071

#7693

Dear Mayor Lawson:

Sometime ago we advised you that we would look into the possibility of installing chain link fence along the highway in the vicinity of the Woodburn Senior Estates property.

We have completed our investigation and have submitted our findings to the Federal Highway Administration who, upon review, have indicated that their governing policies prohibit federal participation in any modification of this fence. Without their assistance, it would not be proper for the State to make this fence modification. We will, however, keep the area under surveillance and, if conditions warrant, we will reconsider your concerns as to the inadequacies of the existing fencing.

It is realized that this is not the answer you are seeking and I am sorry that I cannot be more encouraging.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson

March 12, 1973

Mr. A. B. Ramsey, Secretary
Senior Estates Golf and Country Club
1765 Country Club Road
Woodburn, OR 97071

Dear Mr. Ramsey:

Sometime ago we advised you that we would look into the possibility of installing chain link fence along the highway in the vicinity of the Woodburn Senior Estates property.

We have completed our investigation and have submitted our findings to the Federal Highway Administration who, upon review, have indicated that their governing policies prohibit federal participation in any modification of this fence. Without their assistance, it would not be proper for the State to make this fence modification. We will, however, keep the area under surveillance and if conditions warrant, we will reconsider your concerns as to the inadequacies of the existing fencing.

It is realized that this is not the answer you are seeking and I am sorry that I cannot be more encouraging.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 6, 1973

In reply refer to: 10-35-DB

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Section
Chain Link Fence

By March 1, 1973 memorandum Mr. Coulter requested our consideration and approval to install chain link fence along the easterly right-of-way from the Woodburn Interchange northerly to Crosby Road. The proposed chain link fence would replace the existing Type II fence, which was installed during the initial freeway construction, and was considered adequate for the then existing adjacent land use.

This matter has been discussed on previous occasions with your Regional people and Construction Section personnel and has since been reviewed with our Regional office staff.

It is recognized that our current construction moves traffic closer to the right-of-way line and that there has been a significant increase in traffic volume since development of the Woodburn Senior Estates. However, this was reasonably predictable as the original right-of-way purchase and the initial roadway design contemplated future six laning. Moreover the lateral shift in traffic is not considered significant from a safety standpoint.

Based on the above and our governing policies which prohibit our financial participation in fencing changes to conform to adjacent land use changes, Mr. Coulter's request for financial assistance cannot be approved.

RECEIVED
H.S.COULTER
MAR 9 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 7'73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7675

March 1, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Chain Link Safety Fence
Hubbard Interchange-Woodburn Section
Pacific Highway
Oregon Project I-5-5(52)274

The City of Woodburn and Woodburn Senior Estates have directed our attention to accidents involving wheels, hubcaps, and other objects lost from passing vehicles in the vicinity of the Woodburn Interchange. Since the freeway was originally constructed, the area in the vicinity of the interchange and extending northerly along the easterly right-of-way line has developed to the point where we now have a shopping center, residential housing, and a golf course immediately adjacent to the highway.

This area has been fenced at the right-of-way line with a Type II woven wire fence which was adequate until the area was developed. In the approximately fifteen years since development of the Woodburn Senior Estates, traffic volumes have greatly increased, resulting in increased hazards to adjacent property. The protection of adjacent development such as this would normally be entirely the responsibility of the developer; however, the increase in traffic volumes has been considerably greater than could reasonably be expected, greatly increasing hazards to the adjacent property and to the people occupying and using the property.

Although not requiring additional right-of-way except in certain locations, the current project for six-laning the highway in this area moves the source of the hazard closer to the adjacent property through the wider median area and the additional travel lane. The design places the edge of the outside travel lane 22 feet closer to the right-of-way line, thus reducing the "safety fringe" from approximately 65 feet to about 43 feet and greatly increasing the hazard of objects lost from passing vehicles.

Since this increased hazard is the result of our reconstruction work, the Highway Division properly should assume some responsibility for providing additional protection of the adjacent property and the people. We propose to install a Type CL-6 chain link fence through the interchange area and along the easterly right-of-way line northerly to Crosby Road. Your participation in this work, estimated to cost approximately $20,000, is requested.

With your concurrence, we will process a change order authorizing this work.

CTK:fw/HSC:ia
George M. Baldwin
bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey

FORM E-30 (REV. 10-69)

OK
HSC

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1973

SUBJECT: Chain Link Safety Fence
Hubbard Interchange-Woodburn Section
Pacific Highway
Contract No. 7693

To: H. S. Coulter
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

Attached are copies of correspondence and reports concerning a request from the City of Woodburn and from Woodburn Senior Estates for the installation of a chain link fence through the Woodburn Interchange area and north along the easterly right of way line to the vicinity of Crosby Road, covering especially that property owned by Woodburn Senior Estates.

As May be seen from the correspondence, the request is based on accidents which have occurred over the last several years involving objects, especially tires and wheels, lost from passing vehicles, which have gone through the existing Type II fence and have inflicted property damage and endangered persons.

This request for Federal participation in replacement of the existing Type II fence with a Type CL-6 Chain Link Fence is based on guidelines set forth in the "Information Guide on Fencing Controlled Access Highways" published October, 1967 by AASHO.

The area covered by the request from the City actually affects both the subject contract and the Woodburn-Hayesville Interchange Section, now advertised for letting. Part of the area in the latter project on which additional right of way was required has been approved by the FHWA for installation of Type CL-6 fence. This request covers only that portion of the existing contract project northerly of the projec t limits to Crosby Road.

Several verbal discussions with the Area and District Engineers for FHWA have failed to gain their complete agreement for participation. It is believed that the arguments in favor of expenditure of public funds for this installation outweigh the arguments against, and we recommend therefore that the matter receive formal attention. A rough draft letter to the FHWA requesting their concurrence and participation is attached.

CTK:fw
Enc.
cc: C. O. Fredrickson
H. S. Cox

RECEIVED
MAR 1 1973
Office of
Assistant State Highway Engineer

Portland-Salem Freeway I-5

Constructed 1954	1960	1972	% Change
Projected Volume	9,600	20,000	108%
Actual Volume	9,600	25,400	165%

Woodburn Senior Estates developed about 1960±. Projection to that time was very close. Actual volume growth since that time has been far above projected growth, as indicated above.

This information provided by L.E. George, Traffic Engineer, Feb. 28, 1973.

Hubbard - Woodburn - Woodburn to Hayesville
Sections I-5 — 2-8-73

6' Chain Link Fence - Woodburn Area.
File given to Hessner for review 1-25-73.-
Discussed with Glenn Hessner of FHWA today.
He stated FHWA position remains unchanged as to their participation in the costs for this fencing.
Reason for their position is:
1- Highway was constructed first. No Good
2- Land use changes occured after highway constructed therefore it was up to the adjacent property owners to provide for their protection in developing property.
3- We did not have to acquire any additional right of way or materially change conditions in our present improvement of highway.

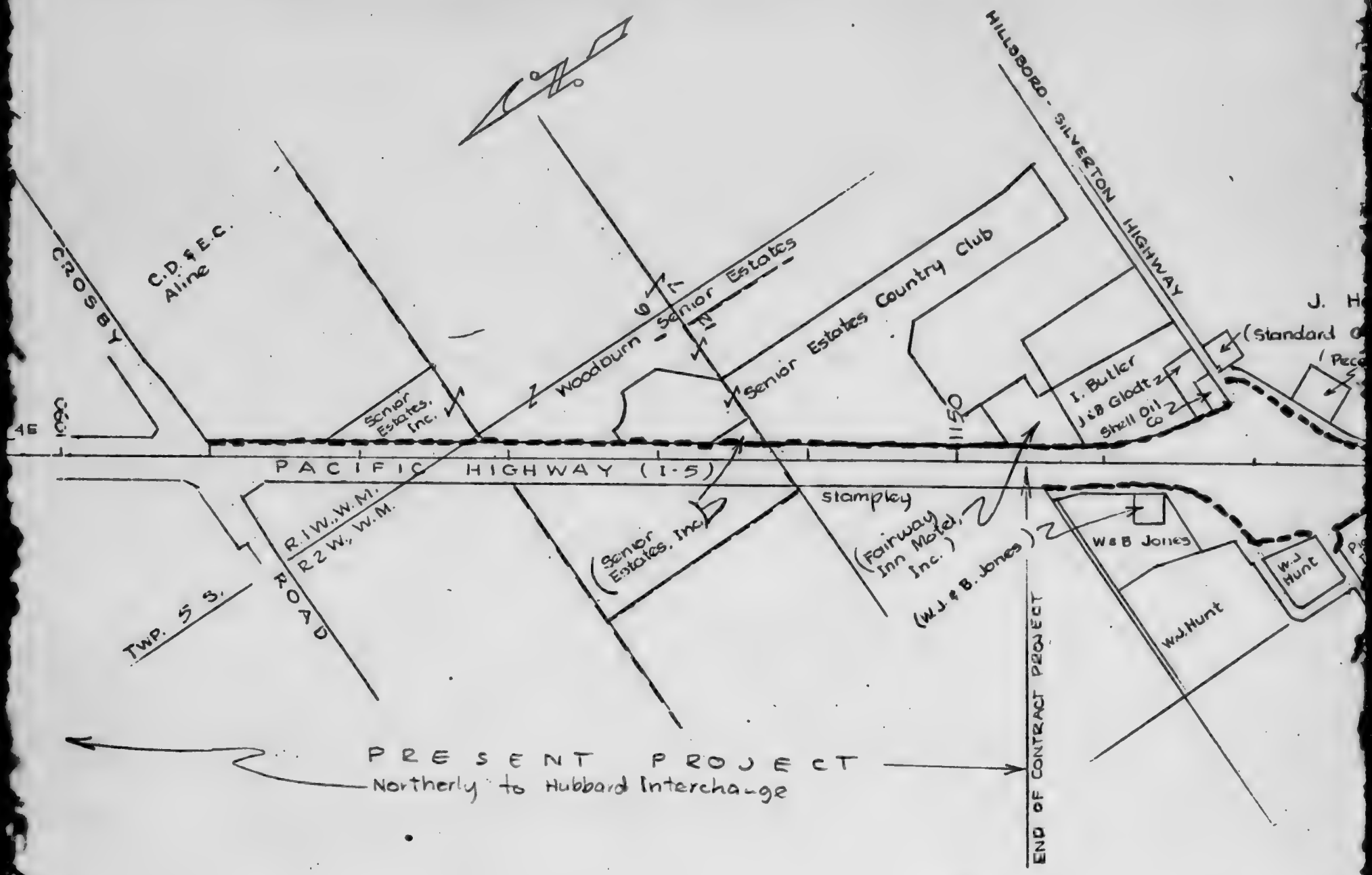
: On the next section - Woodburn to Hayesville

1- They will participate in costs for chain link fence in interchange areas which have built up, and where we are acquiring additional R/W. This week Hessner stated was being reconsidered by a revision letter - (Iverson said letter went out 2-7-73.)

2- Don Harwell has be appraised of this matter - He requests a decision be made on Hubbard Woodburn section as soon as possible re Woodburn Market

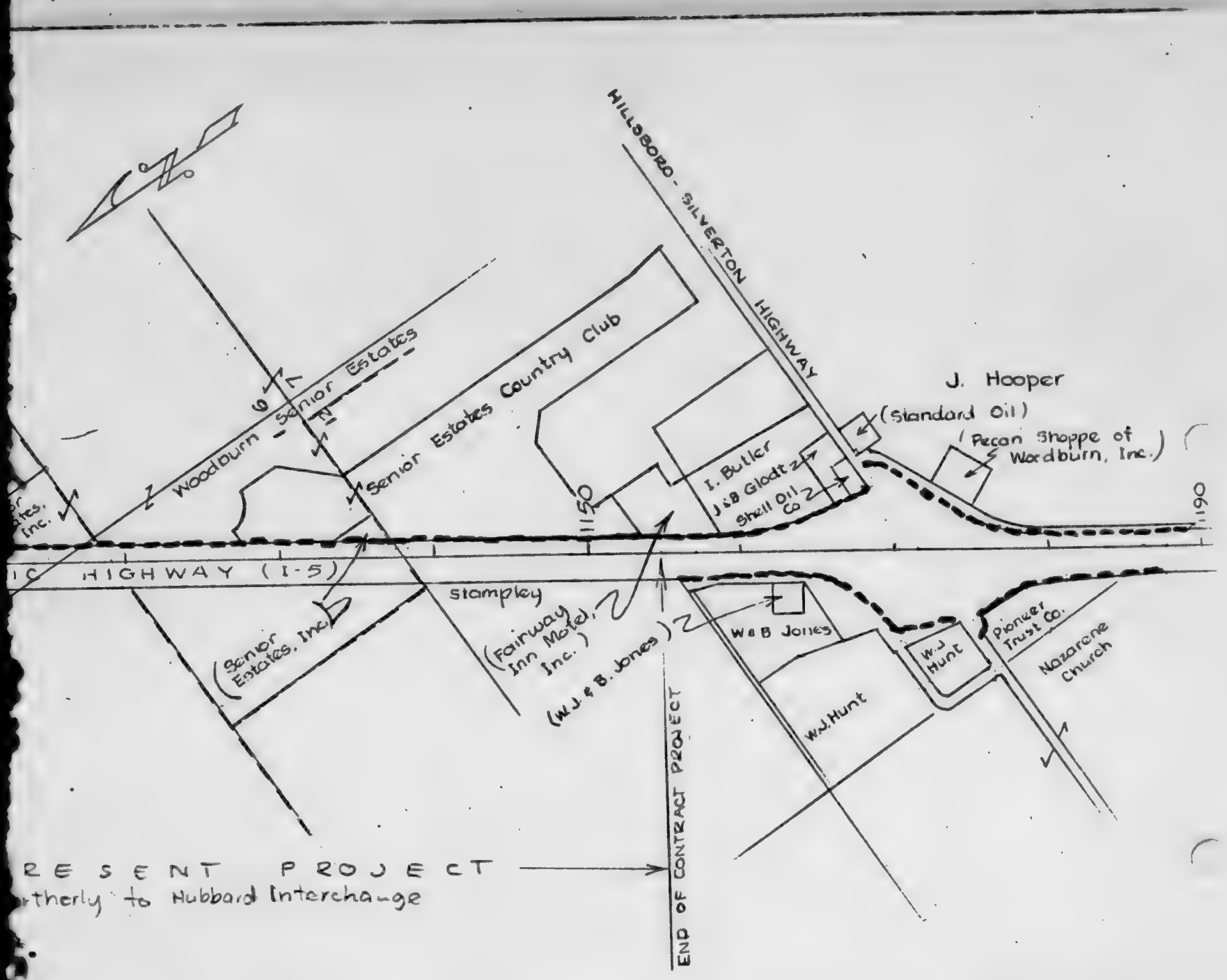
has made several inquires into this matter and was promised 4 months ago we would give him a decision right away.

M Stein



Hubbard Interchange - Woodburn Intera
Pacific Highway (I-5), Marion
SKETCH MAP, PROPOSED CHAIN
Scale: 1" = 1000' Nov.

Proposed chain link fence shown



Hubbard Interchange - Woodburn Interchange Section
Pacific Highway (I-5), Marion County
SKETCH MAP, PROPOSED CHAIN LINK FENCE

Scale: 1" = 1000' Nov. 1972

Proposed chain link fence shown thus: ------

FENCING, East side of Pacific Hwy.
Crosby Rd. to Woodburn Interchange & south through John Hooper (File # 20365)

Federal participation

No federal funds were involved in the original R/W negotiations and acquisition.

Obligations & Fencing Contracts

Difficulty was encountered in getting grantors to construct fences where it was their obligation, and in some cases the State finally bowed to necessity and constructed the fence, even though the grantor had been paid for doing it in the R/W settlement. A break-down follows:

File # 20355, Aline

Fencing was grantor's obligation, yet it was constructed by Federal Aid contract in 1957; Sta. 1099+57 to Sta. 1107+77, Type 2 fence. Otherwise, no Federal participation. File # 46888 (along Crosby Road), fencing should be State obligation, with Federal participation.

File No. 20357, Ferguson

The file makes no mention of fencing until some excess property was sold to R. Miller, who was instructed by letter dated 11/15/62 to set the fence one foot inside the R/W line. This frontage had been fenced by State contract (not F.A. project) in 1954; Sta. 1107+33 to Sta. 1118+45, Type 2 fence. No Federal participation

File No. 20359, Glatt

Fencing was grantor's obligation, but was constructed by Federal Aid contract in 1957; sta. 1118+45 to sta. 1133+70, Type 2 fence. Otherwise, no Federal participation.

File No. 20360, Arney

Fencing was grantor's obligation, but was constructed by State contract (not F.A. project) in 1954; Sta. 1133+75 to Sta. 1137+10, Type 2 fence. No Federal participation

File No. 20692, Nehl.

This taking was only about 10' frontage (total price $10.00) and fencing was not mentioned. No Federal participation.

File No. 20631, Stampley

Final Judgement makes no mention of fencing. Type 2 fence was constructed Sta. 1137+10 to Sta. 1154+05 by State contract (not F.A. Project) in 1954. No Federal participation.

NE Quadrant

File No. 20362, Butler

Fencing was grantor's obligation, and apparently he did construct it. A ramp revision necessitated a second taking under File No. 22368, and the contractor constructed the affected portion of the fence in its new location.

The remainder of the original fence was rebuilt by F.A. project in 1964; Sta. 1154+09 to Sta. 1162+62, Type 2 fence; otherwise, no Federal participation.

SE Quadrant

File No. 20365, Hooper, John, Mr. & Mrs. (see also SW quadrant)

Option 10/27/53 "Grantor to build his own fence".

This was on the original taking, deed dated 12/14/53.

Fencing was done by State contract 1954 (Not F.A.) Type 2 between freeway & frontage road. (80' from NB ℄) No Federal participation

File No. 39953 - L 5677 ~~Hooper~~, John 7/14/66 — 3/8/72.

Woodburn Interchange section. Included frontage road R/W as Parcel 2, did not mention fencing; but acquisition is recent enough to make fencing the new taking the states obligation, and as plans call for Access control (fence) to be placed between the freeway and the frontage road, this would make all fencing through this file the obligation of the State, with Federal participation.

FENCING, WEST SIDE OF FREEWAY

SW quadrant

File # 20366 Vorhees (Original taking)

fencing is grantor's obligation. Apparently he built it; the 1964 F.A. project installed intermediate end posts only, and this is the extent of Federal participation.

File # 39954, ~~Vorhees~~ Nazarene church (Woodburn Interchange revision)

No fencing allowance; should be State obligation with Federal participation

File No. 20365 Mr. & Mrs. John Hooper (see also S.E. quadrant)

Fencing was grantors' obligation, per option, but was constructed by F.A. project in 1957 (1173+70 to 1185+25, Type 2). Thus, Federal participation in the fence construction only.

File No. 40611; L-5606 Mr. & Mrs. John Hooper

Judgement Order 12/24/68, makes no mention of fencing additional property taken for proposed revision of interchange, but is recent enough for it to be state obligation, with Federal participation.

NW Quadrant

File No. 20363 Wm. Jones

Fencing was State obligation and was constructed by state project in 1954 (Type 2) No Federal participation

File No. 20364, Luttman (Continued) No fencing allowance,

so fencing was State obligation and was constructed by State project in 1954, without Federal participation; located between freeway and frontage road.

File No. 20867 Baker (includes parcel along Hillsboro - Silverton Hwy.) "Grantor to move own fence" (per option) No Federal participation.

N W Quadrant

File No. 37200 Marion County

2/10/67, Nazarene Church sold to Marion county, for "roadway purposes"; no mention of fencing. Presumably would be state obligation, as this was part of interchange revision plan, with Federal participation — except that this is <u>outside</u> the proposed access control line.

File No 39952, L-5824 Hunt (Interchange revision) 1969

Fencing is State obligation, with Federal participation except that it is <u>outside</u> the proposed access control line.

In summary; of the 12 files originally involved, three files do not clearly establish responsibility for fencing. All three frontages were fenced by state project in 1954.

On two frontages, fencing was clearly the state's obligation, and these were fenced as part of the same state project in 1954.

The remaining seven files clearly establish the fencing as being the grantor's responsibility. Three of these grantors fulfilled their obligation by constructing their fences, and subsequent contract work was to upgrade the fence or to rebuild it where required by later R/W acquisitions.

Four grantors failed to construct their fences, and these frontages were subsequently fenced by contract; one of them being on a State project in 1954 and two on a Federal Aid project in 1957. The last ownership involved remainders on both sides of the freeway, one parcel being fenced on each of the two above-mentioned contracts.

FORM C-30 (REV. 10-60)

Routing: K E

Keasey — Pease — Glenn — Litchfield — Johnsen — Berg

RECEIVED JAN 25 1973

CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1973

SUBJECT: Chain Link Fence Installation
Woodburn Interchange Area
Hubbard-Woodburn Section
Woodburn-Hayesville Section

To: C. T. Keasey
CONSTRUCTION ENGINEER

We believe that the 1967 AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS "Informational Guide on Fencing Controlled Access Highways" provides a basis for the FHWA to participate in cyclone fencing adjacent to the interchange and urban areas.

(1) Geometric Basis
   a. We have moved 22 feet closer.
   b. A shopping area, recreational area, and private housing abuts our freeway at this location.

(2) History of Problem
   Attached are letters from Mr. Floyd Lacey, District Engineer, Mayor E. Walter Lawson of Woodburn, and Mr. A. B. Ramsey, Secretary, Senior Estates Golf and Country Club. These letters are evidence of a problem.

(3) History of State-Federal Participation and Fencing Obligations
   Essentially the record indicates that no participation for the Federal Government was involved in the original right-of-way negotiations and acquisition. The subsequent acquisitions that were made for the reconstruction of the interchange are within the scope of the present contract and the fencing would be the obligation of the State. A complete record of the file is attached for your information.

Recommendation: Due to the urbanized conditions abutting the highway and because we have moved the highway centerline closer, and because there is a record of accidents, we should install cyclone fencing. The added benefits of positive access control that type 2 or type 3 fencing does not afford is a real benefit in interchange areas where large numbers of pedestrians exist. The map which is attached indicates those areas which we believe should be protected by a cyclone fence. This would involve a price agreement on the existing contract and either a price agreement or a change letter on the soon-to-be awarded Woodburn-Hayesville Section.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc
Attachs.

6' chainlink

FORM E-30 (REV. 10-59)

REGION 2 ENGINEER
RECEIVED
JAN 9 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 9, 1973
Salem, Oregon

SUBJECT: Fence Damage I-5
Woodburn Area

To: J. B. Boyd
REGIONAL ENGINEER

Attn: Gerald W. Wimer

I have investigated as many locations and talked to a number of people in the area concerning fence damage and flying objects and found one car went through the fence, two loose wheels from trucks and reports of many hub caps and debris from passing vehicles have struck the fence and in a few cases (the wheels) have passed through the fence.

The present style of field fence is not adequate to protect the adjacent properties when the Freeway travel lanes are moved closer to the right-of-way line.

I would recommend that a more substantial type of fence be installed in the areas of urban buildup or where pedestrians or cyclists might be.

F. T. Lacey
DISTRICT ENGINEER

FTL/sr

RECEIVED
DEC 2 - 1972
FOR FILING
7693

Salem, Oregon
December 29, 1972

C. T. Keasey
Construction Engineer

Hubbard Interch.-
Woodburn Section, I-5
Woodburn Senior Estates
Fencing

609

The last word I have on an attempt to install chain link fencing at the Woodburn Senior Estates is that it is in the verbal discussion stage with FHWA to secure participation.

I would suggest that you make a written request for the chain link fence based on warrants set forth by AASHO.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc J. B. Boyd

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1972

NOTED
A. E. JOHNSON

To: MEMO TO THE FILE

SUBJECT: Woodburn Senior Estates Fencing
Hubbard Int.-Woodburn Sec.

Discussed the 1967 American Association of State Highway Officials "Informational Guide on Fencing Controlled Access Highways" with FHWA District Engineer Glenn Hossner, Wednesday, November 1. This was with respect to the cyclone fencing that is deemed necessary adjacent to the Woodburn Senior Estates.

Although the language in that Guide is very favorable to our position, Mr. Hossner would accept it only on new locations. He gave only faint hope for approval. He would want a written request through channels with the following information which I will secure and forward:

(1) Basis
   a. We have moved 22' closer
   b. This reduces the safety and makes an unsafe condition for the neighbor

(2) History of any problem with the fence reviewed and documented

(3) History of State and Federal participation and obligation with the fence

(4) Timing
   a. He favors inclusion with the next contract
   b. Could be done under the present contract with a very favorable price.

ORIGINAL SIGNED BY GERALD WIMER

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/jc

cc: A. E. Johnson
C. T. Keasey
Jim Chaney

RECEIVED
NOV 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1972

SUBJECT: Assignment 609-AEJ
Request for Chain Link Fence
Woodburn Senior Estates
Hubbard Interchange-Woodburn Section
Pacific Highway

To: A. E. Johnson
Assistant State Highway Engineer

FROM: C. T. Keasey
Construction Engineer

Attached is a report and estimate from Region Engineer Boyd on installation of a chain link fence along I-5 adjacent to Woodburn Senior Estates.

Total cost between the Hubbard Interchange-Woodburn and the Woodburn-Hayesville Interchange projects is estimated at $24,150.

I recommend that this fence be installed as outlined by Mr. Boyd if FHWA participation can be obtained.

A suggested reply to Mr. Ramsey is attached. A similar response should be given to the City of Woodburn by the Region, if this is satisfactory.

CTK:fw
Enc.
cc J. B. Boyd

RECEIVED
SEP 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BP 52475-734

FORM H-50 (REV. 10-50)

Routing
1 Keasey
2 Boyd
Wall
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
SEP 27 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1972

SUBJECT: Chain Link Fence
Adjacent to Woodburn Senior Estates
Pacific Highway

To: C. T. Keasey
CONSTRUCTION ENGINEER

We have estimated the cost of a chain link fence in the vicinity of the Woodburn Senior Estates. It appears that two sections should be considered. One, which lies on the present project, the Hubbard Interchange-Woodburn Interchange Section, from Station 1100+00 to 1156+50, 5,650 feet at $3.50 per linear foot = $19,775.00.

No Partic

Two, a section on the Woodburn Interchange-Hayesville Section from Station 1156+00 to D1169+00, 1,250 linear feet at $3.50 per foot = $4,375.00.

It is recommended that if a chain link fence, six feet high, is constructed or installed, that it be installed entirely from the Crosby Road to the Hillsboro-Silverton Highway for purposes of appearance. The Woodburn Senior Estates is extending their boundaries south to Crosby Road.

We, under the present project, are moving the traveling lane approximately 24 feet closer to their fence line and for this reason I believe the additional investment in chain link fence is proper provided the FHWA will participate in the item. We probably would have to rebuy the FHWA participation in the existing fence to obtain any change for participation.

Attached is a rough draft reply based on the supposition that we will install the chain link fence provided federal assistance would be forthcoming.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

RECEIVED
SEP 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CITY OF WOODBURN
550 N. FIRST STREET WOODBURN, OREGON 97071

REGION 2 ENGINEER
RECEIVED
SEP 21 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

September 14, 1972

Mr. Gerald Wimer
Regional Construction Engineer
Department of Transportation
2960 East State Street
Salem, Oregon 97310

Dear Mr. Wimer:

In the past there have been several instances where vehicles on I-5 lost wheels and they struck homes and narrowly missed golfers on the Senior Estates Course.

With the widening of I-5 to 6 lanes this moves the freeway even closer to the homes along the Woodburn exit. The residents in the area, as well as myself, are very concerned about the increased hazard. We would like to see some type of protective measure employed to safe guard against future - perhaps more serious - mishaps.

Any consideration you are able to accord the City in this matter will be greatly appreciated.

Very truly yours,

E. Walter Lawson

E. Walter Lawson
Mayor

EWL:kp

Senior Estates Golf & Country Club

1765 COUNTRY CLUB ROAD
WOODBURN, OREGON 97071

Phone 981-9393

September 14, 1972

Routing
Kousey — RECEIVED — Pease
Bond — SEP 20 1972 — Glenn
Walker — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Mr. Glenn Jackson, Chairman
State Highway Commission,
Capitol Mall, Ore. State Highway Bldg.
Salem, Oregon, 97310

Dear Mr. Jackson:

The Board of Directors of Senior Estates Golf & Country Club is concerned about the safety of lives and property of the residents of Senior Estates Golf & Country Club when the changed portion of Interstate 5, which is adjacent to our property is completed. As another lane is being added, this will bring the freeway that much closer to the golf course boundary.

In the past there have been several instances of tires thrown from passing vehicles through or over the existing fence along our property and striking homes within the confines of our property. In one case a wheel from a passing vehicle traveled a considerable distance and damaged the patio furniture of a home some 200 yards from the highway. In another instance a car left the freeway and jumped the existing fence and came to rest within the confines of Senior Estates Golf & Country Club property.

We hereby request that in your plans for the expansion of I-5 you include a chain link fence of sufficient strength and height to lessen the danger of loss of life or damage to property along that portion of I-5 that borders Senior Estates Golf & Country Club.

We hope that we may be assured by your office that this problem will be given your early consideration.

Sincerely yours

SENIOR ESTATES GOLF & COUNTRY CLUB

RECEIVED
STATE HWY ENGR
SEP 19'72
REFER TO
FO

A.B. Ramsey

A.B. Ramsey, Secretary

ABR:HG

CC: Mr. Rod Porter,
Chief Highway Engineer.

"The Northwest's Fabulous Community for Active Retirement"

AN INFORMATIONAL GUIDE
on
FENCING CONTROLLED ACCESS HIGHWAYS

Approved by Committee on
Planning and Design Policies of the
American Association of State Highway Officials

October 1967

Published by
AMERICAN ASSOCIATION
of
STATE HIGHWAY OFFICIALS
341 National Press Building
Washington, D. C. 20004

Time of Erection

In many cases the need for immediate fencing is obvious, as to enclose a pasture or hog yard, or to confine pedestrians leaving a sport area, and the proper type fence should be provided before the highway is opened. In such cases, a fence should be erected as soon as the right-of-way is cleared. The remainder of the fence may be erected at a later time.

In cases where there is an existing adequate fence the erection of a fence by the State can be deferred to such time as required.

Advantage may accrue by deferral of fencing until such time as a sizable contract can be set up for fencing only, perhaps over several sections of highway constructed as separate projects. The larger fencing project benefits from mass buying, use of specialized crews and equipment and efficient construction precedures.

Types of Fence

The lowest cost type of fence suited to the specific purpose should be provided. Consideration should be given to the likely extent and type of maintenance work as well as initial costs. Depending upon the specific purpose to be served, the following types of fence generally apply, either separately or in combination.

1. Multistrand wire, barbed or smooth: for controlling livestock.
2. Woven wire: for controlling small livestock and in residential areas for controlling small children and pets.
3. Chain link, usually 4 to 6 feet high: for controlling pedestrians in developed areas, particularly those containing multiple dwelling units, industrial establishments, business districts, parks, sport areas, schools, or other institutional buildings.
4. Fences 7 to 10 feet high: for limited special areas where there are exceptional hazards.
5. Miscellaneous types such as stone, rail, board screen, hedge, etc.: as applicable in special cases only.

Fences of the type described under item 4 may be needed along the highway at the few elk and buffalo ranges in the western States. Under most conditions fences for controlling smaller game animals, such as deer, are not considered necessary. In some areas, mainly in the western States, there is a seasonal migration of deer between summer and winter feeding grounds. During these periods of migration, which are of short duration and which can be predicted within an accuracy of 2 or 3 weeks, these animals could create a serious hazard to unwarned motorists. To deter these animals would require a fence 10 or more feet high. The cost of a continuous fence of this height would be excessive and the biologic effects on animal life would be undesirable. Intermittent sections of fence for the purpose of channeling deer from

habitual crossing sites to more suitable locations would be impractical since some of the animals would stray between the fences along the sides of the highway and become trapped. The best solution to the problem created by deer herd migrations crossing the highway appears to lie in the use of special policing and warning motorists of the hazard by temporary signs during the migratory season.

The purpose of fencing may change within a relatively short length of highway and as a consequence frequent changes in the type of fence may be suggested. Where the fence is continuous, changes in type of fence at short intervals are undesirable. For an isolated section of fence, the minimum length is not of concern.

Installation of higher type fences, such as chain link, should be made on the basis of existing and reasonably assured development and land use.

The type of fence and supporting posts should be considered separately in terms of the local area conditions of availability, costs, durability, maintenance, etc. A Statewide standard for a single type of wire or post may not be logical.

In deciding upon the type of material best suited to a particular purpose, consideration should be given to some of the characteristics of the fencing material other than its deterrent qualities. Chain link fencing, for example, may restrict sight distance, particularly on curves and along lines approximately parallel to the direction of the fence and close to it. Woven wire fence may also offer a restriction to view, but to a lesser degree than the chain link variety. A chain link fence is more of a trash and waste paper collector than other more open type fences and in some areas is apt to result in snow or soil drifting problems. Considerable loss results from game birds flying into woven fences.

Location of Fences

Normally fences of the strand and woven-wire type, as used in rural and some suburban areas, should be placed on or just inside the highway right-of-way line. Basically, these fences are property line guards, and accordingly belong on the extremities of the right-of-way. For continuity, however, these fences may be erected substantially on a continuous line even though there may be some irregular right-of-way corners that are outside the fence line. Under some suburban or urban conditions, a chain link fence would be similarly located.

Along urban freeways with frontage roads within the right-of-way, fences for both animal and pedestrian control properly may be located just inside the frontage road. The same condition for a limited length may occur in rural areas. In these cases the frontage road is a land service road and there may be no reason insofar as overall highway purposes are concerned to erect a

duplicate fence of any type along the right-of-way line. This may be done, however, as the property owner sees fit, but normally the necessary safeguards can be effected by a single fence. Where an otherwise continuous fence inside a frontage road (between the through-traffic lanes and the frontage road) is interrupted by ramps at an interchange, it may be necessary to place sections of fence in the median to discourage pedestrians from crossing. It may also be necessary in some cases to provide cattle guards at interchanges.

Continuous fence located inside the frontage road is not always warranted as a means of preventing indiscriminate vehicle crossing of the outer separation. Under some conditions such controls are effected by cross-section design, planting, construction of guardrail, and policing, rather than by fencing.

Gates

Gates in fences along controlled access highways, through which access is provided to the right-of-way or through-traffic roadways, should be kept to a minimum number and provided only where locks or other effective regulations will insure use in a manner not detrimental to the freeway traffic flow. Each gate should be of the appropriate type and installation as fitting to the particular fence and condition. Except along the outside of frontage roads, such gates generally are needed only for use by essential highway maintenance and operating personnel and equipment to reach the freeway border areas, and thus avoid necessity for access via the through-traffic roadways. Gates may be needed in special cases as a means of outside access to utility lines crossing the freeway, such as a utility support or manhole located within the right-of-way.

Fences along the outside of frontage roads should have gates only to the minimum extent necessary to serve the abutting property. While there may be advantage, such gates need not necessarily be under lock control where the control of access line lies inside the frontage road.

Introduction

Fencing along a highway is a means of preventing unwanted and likely hazardous intrusion of animals, people, vehicles, machines, etc., from outside the right-of-way line into the vicinity of moving traffic.

The practice followed in fencing our presently developed highway systems, which are dominantly land service roads, has largely been to leave the matter to the abutting landowners. The primary concern of the highway agency was to see that the landowner took such steps as necessary to keep his mobile property within bounds; it was not the concern of the agency to engage in a fencing program that would relieve the landowner of this responsibility. If stock roamed into the right-of-way, becoming an menace to traffic, then steps were taken to get the landowner to repair his fences.

Controlled access highway operation, wherein drivers move at high speeds with expectation of complete protection from all forms of roadside interference, makes fencing a more definite responsibility of the highway agency. Fencing should be provided wherever there is potential hazard through encroachment. All portions of a controlled access highway should be continuously fenced unless it can be definitely established that a fence is not necessary; such as in areas of precipitous slopes or natural barriers. Wherever the safety of freeway operation requires fencing, it should be considered as an essential part of the total highway facility, constructed as a highway item.

Following are general statements regarding the fencing of controlled access highways.

Warrants

The basic warrant for fencing a freeway is safety of traffic movement. To this end fencing is warranted for one or more of the following purposes:

1. To keep animals off the highway.
2. To keep children or pedestrians off the highway.
3. To prevent vehicles and people from entering or leaving the highway at unauthorized places.

Ownership of Fencing

All fencing for access control should be State owned so that the State has complete control of the type of fence and is responsible for proper maintenance. If new property fence is a replacement and specified in a right-of-way agreement but not needed for access control, as for example adjacent to a frontage road, such fencing should be the property of the adjacent landowner.

FORM E-20 (REV. 10-68)

REFERENCE NOTED
H. S. COULTER
BY ASST. STATE HWY. ENGR.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1973

7612

To: MEMO TO THE FILES

SUBJECT: Preconstruction Meeting on
Concrete Paving
Hubbard Interchange-Woodburn
Interchange Section
Pacific Highway
Contract No. 7693

FROM: John H. Walker
Quality Control and Training Engineer

A meeting to discuss any problem areas and to coordinate the various contract and State engineering work in regard to the PCC paving on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway was held in the Region 2 Conference Room February 28, 1973. Those attending this meeting are shown on the attached list. The following is a brief anticipated scheduling of the work:

The structural work on this project will be in such a condition that traffic can use the full roadway facilities by April 15 on the northbound lanes and by April 30 on the southbound lanes.

Asphalt concrete leveling and shoulder work will start as soon as practical in order to stay ahead of the PCC paving work. The PCC paving itself will start about April 1 as far as the 40-foot panels at structure connections are concerned. The mainline PCC paving is set to commence near an April 15 date.

Placing of reinforcing steel for the paving will have to start approximately 13 to 15 days prior to the actual PCC paving, so that this will be somewhere near an April 1 starting period. The steel placement will begin on the northbound lanes.

It is expected that it will take about 22 to 30 days to complete the first round of the paving which will be the two inside lanes or the ones closest to the median area on both the north and southbound lanes. The inside or median side shoulders will then be placed as soon as the PCC paving has had sufficient curing time.

The preceding described work must be completed before any traffic can be placed on the PCC pavement.

SP 52479-734

There was a considerable amount of discussion regarding the imminent strike which will probably start about the first of June. The consensus was that it may be of a duration somewhere in the neighborhood of six weeks to two months. As far as delay to this paving work is concerned, it might also be noted that weather conditions must be considered, and of course, this can be quite a variable item.

Traffic control was discussed as it will be a major factor in the work. It appears that there may be some additional signing and traffic control devices necessary in the area of commencement of the PCC pavement work. This will be studied and investigated further.

The contractor, Matich, submitted a sketch of his proposed pattern of work as far as his traffic was concerned. It appears there may be some slight adjustments as far as the weaving distances to get across the two lanes of public traffic in the area of the scale house where his PCC plant will be set up. This will also be a subject to be studied and decided just what to do in this area.

The contractors involved with the various aspects of the work have a few problems to iron out among themselves so as to keep a smooth operation going, and it will necessitate a considerable amount of cooperation between them to achieve it.

A date of March 28 was set for a complete discussion of the PCC work, both plant and paving operations as far as inspection is involved. This meeting will be with State personnel only. A further meeting along the same lines with the engineers, inspectors, and the contractors' personnel will be held on April 7 at which time all aspects of the plant and paving operation will again be taken up so that all people involved, both State and contractor, can be familiar with the requirements and what will be expected of each.

While there were some other details discussed, the above items were considered the main topics that were brought out at this time.

JHW:fw
Attach.
cc: A. E. Johnson
H. S. Coulter
C. O. Fredrickson
James E. Chaney

RECEIVED
MAR 5 1973
Office of
Assistant State Highway Engineer

PRECONSTRUCTION MEETING
ON CONCRETE PAVING

HUBBARD INTERCHANGE-WOODBURN SECTION
PACIFIC HIGHWAY - CONTRACT NO. 7693
FEBRUARY 28, 1973

John N. Matich	Matich Corporation
Michael Duffy	Matich Corporation
W. R. Rogers	Rogers Construction Co.
R. S. Everett	H. A. Andersen Company
Bob Hafstad	Andersen-Hannan
Skeeter Jones	Andersen-Hannan
Cecil M. Riley	Chas. R. Watts Company
Pete Idlewine	Cascade Construction Company
Dick Ladick	Cascade Construction Company
Richard Eagle	Cascade Construction Company
Charles Sanborn	Kaiser Cement
Harry C. Berryman	Kaiser Cement
R. S. Miller	Kaiser Cement
Ray Kizer	Kizer Construction Company
Buck Sawyer	Gilmore Steel
Emerson B. Page	Pacific Sand and Gravel
J. D. Rinker	Pacific Sand and Gravel
D. E. Varco	Pacific Sand and Gravel
Eugene A. Feise	K Lines, Inc.
Bruce Hamilton	R. C. Parsons & Son
George Manfredi	R. C. Parsons & Son
H. S. Coulter	OSHD
John H. Walker	OSHD
O. B. Jackmond	OSHD
C. O. Fredrickson	OSHD
G. W. Wimer	OSHD
James E. Chaney	OSHD
Warren E. Mueller	OSHD
W. C. Ferguson	OSHD
Cliff Lehman	OSHD
William H. Beal	OSHD

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

7693

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

February 27, 1973

Mr. Charles O. Porter
Attorney at Law
Eugene Legal Center
858 Pearl Street
Eugene, Oregon 97401

Dear Charlie:

The lighting installation on I-5 between the Hubbard and Woodburn Interchanges north of Salem is temporary. It will be in place during the current construction activities. Widening and repaving means considerable shifting of traffic, abrupt drop-offs at pavement edges, etc. With the high volume of traffic and high speeds in this section, we feel illumination is necessary.

The illumination was installed and is maintained as a part of the construction contract by the contractor. It is a part of the overall bid item for protection and direction of traffic. We estimate that the total cost per pole for the life of the contract is $1,000. There are approximately 125 poles; thus, the total estimated cost is $125,000.

I am sure you will agree that based on the accident possibility of this section of road during construction, this is sound investment in safety.

Best regards.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
MAR 2 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

ASSOCIATE
MARTIN T. WINCH

CHARLES O. PORTER
ATTORNEY AT LAW
EUGENE LEGAL CENTER
858 PEARL STREET
EUGENE, OREGON 97401

AREA CODE 503
342-7726

February 7, 1973

Glenn M. Jackson, Chairman
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

I call your attention to my letter of January 29, 1973 and hope that you will be able to get me the information requested in the near future.

Since I wrote you, someone suggested that that lighting system may be temporary and installed for the purpose of facilitating the improvement work along that stretch of the highway. If this were true, however, it doesn't explain why they are so permanent looking.

I await your response with interest. With best personal regards,

Sincerely,

Charles O. Porter

cop:p

RECEIVED STATE HWY ENG
REFER TO
FEB 8 '73
FOR
Info
Invest
R/D
O/R
Sign
Act

RECEIVED
FEB 8 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

CHARLES O. PORTER
ATTORNEY AT LAW
EUGENE LEGAL CENTER
858 PEARL STREET
EUGENE, OREGON 97401

ASSOCIATES
MARTIN T. WINCH
STEPHEN J. GIARDINI

AREA CODE
503
342-7726

RECEIVED
STATE HWY ENGR
JAN 31 '73
REFER TO
Hewitt
FOR
Info | Inves | R/D | Gen | ism | Act | ila
✓

January 29, 1973

Glenn M. Jackson, Chairman
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

I'd appreciate your giving me a few facts about those miles of lights on Highway 5 north of Woodburn:

1. How much did they cost to install?

2. How much do they cost to maintain?

3. What evidence is there that they reduce accidents or crime or otherwise benefit highway users to justify their installation?

In recent weeks I've had occasion to drive inthe rain coming up Highway 5 from Medford and going east on Highway 30. On both occasions I was astonished at the number of large puddles on the roadway and I suppose my skepticism about the value of the extensive lighting system has something to do with my opinion that the money might better be spent in maintainance of the roadway, always provided of course that the particular funds are available for that purpose.

With best personal regards,

Sincerely,

Charles O. Porter

RECEIVED
FEB 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cop:p

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~Ford Ferguson, Division Engineer~~
Federal Highway Administration

DATE February 1, 1973

Federal-aid Project
No. I-5-5(52)274

FROM R. D. ASBURRY

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 15 supplemental

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This supplemental order covers additional work necessary to strutt the 60-inch pipe located at station 980. Further investigation of the pipe has indicated that more work will be required to prevent collapsing of the pipe.

The original order covering this work was approved by your office effective December 20, 1972.

A copy of the Engineer's letter of explanation is attached.

This supplemental order was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 8, 1973.

Your approval as of December 20, 1972, approval date of the original order, is requested.

Attach.

BMW:dgk

7693

January 26, 1973

Green, Richardson, Griswold & Murphy
Lawyers
219 Portland Labor Center
Southwest First and Arthur Streets
Portland, Oregon 97201

Attention: Matthew B. Murray

Gentlemen:

As requested in your letter of January 24, we are enclosing a copy of Contract No. 7693 with Andersen, Hannan, Rogers & Matich for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

As there was not an extra copy, it was necessary to xerox this contract, which consisted of 167 pages. There is a charge of 10 cents per page.

Your remittance in the amount of $16.70 will be appreciated.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

GREEN, RICHARDSON, GRISWOLD & MURPHY
LAWYERS

DONALD S. RICHARDSON
BURL L. GREEN
JAMES S. GRISWOLD
ALLEN T. MURPHY, JR.

JAMES M. PIPPIN

S. A. GREEN
(1914 - 1965)

218 PORTLAND LABOR CENTER
SOUTHWEST FIRST AND ARTHUR STREETS
PORTLAND, OREGON 97201
TELEPHONE 228-3343

January 24, 1973

Fran

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Would you please furnish us with a copy of the contract No. 7693 between the Joint Venture, Anderson, Hannan, Rogers & Matich, of Aurora, Oregon, to construct the Hubbard Interchange and the Woodburn Interchange of I-5 during October of 1972.

If there are any charges concerning this, please submit a statement.

Very truly yours,

GREEN, RICHARDSON, GRISWOLD & MURPHY

Matthew B. Murray

Matthew B. Murray

MBM:vw

167 pages

RECEIVED
JAN 25 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED

624-1084

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

E. Salem Highway Building, 2960 E. State St., Salem, Ore., 97310

7643

January 12, 1973

737

Mr. Pete Schmidt
262 N.W. Miller Road
Portland, Oregon 97229

Dear Mr. Schmidt:

You are right in your assumption that the lighting on the project from Hubbard Interchange to Woodburn Interchange is temporary. These materials are all the property of the contractor and when the project is completed, he will dispose of them. I am sending a copy of your letter to the prime contractor on the project for his information. If he is interested in this type of disposal, you will probably hear from him.

Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: A. E. Johnson #737
Jim Chaney

RECEIVED
STATE HWY ENGR
JAN 18 '73
REFER TO
FOR
Info | Invest | R/D | DIR | Sign | Act | File

NOTED
F. B. KLABOE

RECEIVED
JAN 16 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

REFERRED TO
Admin
BY SECRETARY

January 8, 1973
262 N.W. Miller Rd.
Portland, Oregon 97229

To whom it may concern:
I wasn't sure to whom to address this letter so please read it and pass it on to the proper authorities.
Thankyou --- Pete Schmidt

Oregon State Highway Department
new I-5 construction
Salem, Oregon

Dear sirs:

I have made many trips from Portland to Corvallis during the past year, and have been watching the new 9-mile stretch of construction on interstate 5. It has been my observation that the lighting down the median was installed rather sloppily which has led to my assumption that it is only temporary. If this is true, I would be very interested in finding out if the lights and/or wire will be for sale and if so, in what neighborhood of cost. I would be interested in several miles of wire and a couple of hundred of the lights and fixtures and even any of the poles which may or may not be removed.

I would appreciate hearing from you soon --

Thankyou ---

Sincerely,
Pete Schmidt
Pete Schmidt

RECEIVED
JAN 9 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
STATE HWY ENGR
JAN 10 73
REFER TO
FOR

RECEIVED
JAN 12 1973
Highway Div. Salem, Oregon

2475

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1973

To: Clarence Swenson
PROGRAMING

SUBJECT: Maintenance of traffic through work
Section 104.05

The maintenance of the existing surfacing on the Hubbard Interchange-Woodburn Interchange Section has been a problem. In reading the specifications, I can see no alternative than that the contractor is responsible for the undisturbed existing surfacing on the project. Copies of letters written to the contractor are attached for your information. It is also my belief, however, that this specification in the case of this project, will be extremely difficult to execute. The pavement surface, as you well realize, has been a maintenance problem for a number of years due to separation of the overlay from the underlying pavement. In times of freeze-thaw conditions, we have to maintain perpetual cold mix patching in order to make it safe for the traveling public. The contractor, in my opinion, could not have foreseen the problems which have developed. Ordinarily this would not be a problem, but I do believe in the case of long freeway projects that an additional paragraph needs to be inserted in Section 104. My thoughts for a special provision on long freeway projects would be as follows:

Existing Surfacing. In the case of portions of the contract over one mile in length which the contractor has not disturbed by his construction activities, this would include the paved cross section from the edge of existing shoulder to edge of existing shoulder, that the State would have a continuing responsibility for the patching of potholes and other pavement failures. This would in no way relieve the contractor of those portions less than one mile in length and the contractor would have the entire responsibility for whatever steps are necessary to insure the integrity of the traveling surface.

I would believe that a specification like this could be used on specific projects where this particular problem is expected to exist. I do not anticipate any such problems on the Woodburn to Hayesville Section, but there are several sections of the

NOTED
E. S. HUNTER

RECEIVED
JAN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

freeway that will be rebuilt in the near future that will have this problem and the insertion of it in the Woodburn to Hayesville will allow the maintenance forces to properly protect the traveling public and remove controversy with the contractor.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc
Attachs.
cc: E. S. Hunter ✓

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE January 8, 1973

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 15

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion & Clackamas

The Order covers furnishing and placing shoring in the 60-inch culvert at station 980 to prevent further collapsing of one section of this pipe.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on December 20, 1972.

Your approval as of December 20, 1972 is requested.

Attach.
JK:pr

RECEIVED
JAN 9 - 1973

FOR FILING

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 8, 1973

TO C. L. Green, Division Engineer
~~B. L. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 14

Project Hubbard Intchge. - Woodburn Intchge.

Highway Pacific

Counties Marion & Clackamas

The Order covers protection of the fill slopes from erosion by placement of a rock blanket in problem areas.

The authorization for the project provided $20,000 for "Temporary Erosion Control". Price Agreement No. 23 has been approved for $8,500 as a portion of this work. The estimated cost for work under this order is $25,000 and will exceed the original authorization, excluding PA #23, by $13,500.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 19, 1972.

Your approval as of December 19, 1972 is requested.

Attach.

JK:pr

FILED
1972
FILING
7693

Salem, Oregon
January 3, 1973

Time Certificate of Deposit
Andersen, Hannan, Rogers & Matich
Contract No. 7693

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of $100,000 from Andersen, Hannan, Rogers and Matich in lieu of retainage on Contract No. 7693.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

flm
Att.

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

December 28, 1972

Anderson, Hannan, Rogers and Matich
3427 N. E. Halsey Street
Portland, Oregon

Gentlemen:

Per instructions from the Department of Transportation State Highway Division, we are enclosing safekeeping receipt number 608 dated December 28, 1972, in the amount of $100,000.00, Time Certificate of Deposit, First National Bank of Oregon, Portland, Oregon.

This Time Certificate of Deposit is in lieu of retainage on State Highway Contract number 7693.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: State Highway Commissioner
Cecil Head

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 608

Received for Account of Andersen-Hannan-Rogers-Natich

Date December 23, 1972

Address 3427 N.E. Halsey St.
Portland, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon Head Office. Dated Dec. 19, 1972 Due Oct. 9, 1973 5.50%	150927	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693

Authority ORS 279.375

Countersigned by _____ Deputy Cashier

SPECIAL INSTRUCTIONS

_____ State Treasurer

RECEIVED
DEC 29 1972
FILING

7625

December 28, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-5-5(52)274

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 13

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of furnishing and placing an intermediate lift of Class "C" A.C. over the waterproofing membrane on the Donald Road and Broadacres Road structures before placement of the wearing surface. It has been the experience during the placement of the wearing surface on the Crosby Road structure that the membrane waterproofing melts and forms a lubricant under the paving which allows the pavement to crack and move while being rolled. By placing a thin lift of open grade asphalt mixture over the waterproofing this effect does not occur.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, November 22, 1972.

Your approval as of November 22, 1972 is requested.

Attach.

BW:ed

FOR FILING

7693

December 14, 1972

Mr. Arlen R. White
Assistant Ombudsman
Office of the Governor
207 Capitol Building
Salem, OR 97310

Dear Mr. White:

In the process of reconstructing the Hubbard Interchange-Woodburn Section of the Pacific Highway (I-5) last summer, it became necessary to modify drainage in the Crosby Road vicinity. This affected drainage across Mr. Paul Wanner's property, somewhat as described in his November 10 letter to your office.

Right-of-way personnel and, when necessary, engineering representatives have been in contact with Mr. Wanner since the decision to improve the drainage was made. Negotiations on an informal basis were unsuccessful. A formal description of the affected area has been prepared. It is in the process of being appraised. As soon as the appraisal has been reviewed, Mr. Wanner will again be contacted and an attempt will be made to negotiate a settlement. This will require approximately two weeks.

A suggested draft of a reply to Mr. Wanner is attached for your consideration.

Sincerely,

F. B. Klaboe
Deputy State Highway Engineer

Att.

GW:jc/AEJ:ja 1a

bc George M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
D. H. Moehring
J. B. Boyd

F. B. Klaboe - Ext. 6516
December 14, 1972

SUGGESTED REPLY FOR ARLEN R. WHITE'S CONSIDERATION

Mr. Paul Wanner
Route 1, Box 244
Woodburn, Oregon 97071

Dear Mr. Wanner:

Reference is made to your November 10 letter concerning drainage on your property in the vicinity of the Interstate 5 Highway.

The Highway Division has advised me that since their negotiations with you on an informal basis, a description of the affected area has been prepared and they are now in the process of negotiating a settlement with you.

They have assured me that it will not be necessary for you to engage the services of an attorney and that they will be in contact with you within the next two weeks.

Thank you for bringing this to our attention.

AEJ:ja 1a

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 6, 1972

To: A. E. Johnson
Asst. State Highway Engineer
BUILDING

SUBJECT: Paul Wanner Complaint to Ombudsman
R/W File 47435
Hubbard Interchange-Woodburn Section
Pacific Highway

Attached is a report from J. B. Boyd on the subject complaint together with a suggested rough draft response to Arlen R. White, Assistant Ombudsman.

We are committed to proceed with this drainage improvement because of work already accomplished on the main line. ~~It may be necessary to file condemnation proceedings for the drainage easement if negotiations are unsuccessful.~~

C. T. Keasey
Construction Engineer

CTK:fr

Attachments

cc: J. B. Boyd

Al Johnson —
The suggested reply to the Ombudsman should be O.K. with the deletion of one sentence as indicated.

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BP 52475-734

624-1084

FORM E-30 (REV. 10-69)

Routing: Kinney, Bond, Walker, Johnson, Peeso, Glenn, Litchfield, Berg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 6 1972
CONSTRUCTION SECTION

Salem, Oregon
December 4, 1972

SUBJECT: R/W File 47435
Paul E. Wanner et ux
Hubbard Int.-Woodburn Sec.
Pacific Highway

To: John Bond
CONSTRUCTION ADMINISTRATION ENGR.

This office, the Regional Right-of-Way Office, and I believe your office too, all have a very extensive file on the drainage about which Mr. Paul Wanner has written his November 10, 1972 letter to the Ombudsman. Most of the file is either described with the subject matter relating to Mr. Wanner, Crosby Road vicinity drainage, or drainage in the vicinity of Station 1060. Your office by May 4, 1972 letter, disapproved drainage improvement in the vicinity. However, by July 6 letter, the drainage improvement was approved by your office.

This left little of the construction season to negotiate with Mr. Wanner. When an impasse was reached, I personally met with him September 18, 1972. It was immediately apparent that we would not be able to negotiate or condemn the originally intended design across Mr. Wanner's property in time for construction this fall. We were already committed because of work that had been done on the main line.

Because of this, the outfall was redesigned to stay entirely upon public right-of-way. See my October 12, 1972 letter to your office. This did allow us to proceed with the actual construction. It does leave us obligated to Mr. Wanner inasmuch as we are redirecting some surface waters from entering his property at his westerly property line to his northerly property line. They all must eventually cross the southeasterly part of his property.

Right of Way Agent Virgil Wilson has been attempting to negotiate this with Mr. Wanner. He has been armed with information secured by the Resident Engineer's office, this office, and himself. It includes information obtained from the Agricultural, Stabilization, and Conservation Service. This must be what Mr. Wanner refers to as ASA Office.

Mr. Wilson has not been in contact with Mr. Wanner since Mr. Wanner wrote his November 10 letter. This is because the right-

of-way description had not been revised. Until it was revised an appraisal could not be made. It has now been revised. However, a minor change of names will be required. This will take a small amount of time. In the interim, the appraisals have been started. As soon as they have been completed and reviewed, Mr. Wanner will be contacted and a more positive offer made to him. This will take about two weeks.

Should peaceful negotiations not be possible, then we will have to condemn or leave it up to Mr. Wanner for an inverse condemnation. This will be a Right of Way decision.

A rough draft reply is attached.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/jc

Attach.

cc: Jim Chaney
Virgil Wilson

P.S. I think it should be emphasized that we are not changing the total water crossing Mr. Wanner's property. The only thing that we are doing is gathering three drainways into one conduit and this total water passes over a portion of Mr. Wanner's property as opposed to being picked up in two drainways. In no way are we adding water that did not originally pass out of the southeast corner of Mr. Wanner's property.

STATE OF OREGON INTEROFFICE MEMO

TO: George Baldwin, Administrator of Highways

DATE: November 24, 1972

FROM: Arlen R. White
Assistant Ombudsman

SUBJECT: Inquiry -- Paul Wanner

The enclosed inquiry has been directed to this office from Paul Warner (Route 1, Box 244, Woodburn) regarding the new freeway construction causing a water problem. It would be appreciated if your division could furnish this office with sufficient information so we may reply.

RECEIVED
NOV 27 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Routing

Noted
Cary L. Ross

Keasey	RECEIVED	Pease
Bond	NOV 28 1972	Glenn
Walker		Litchfield
Johnsen	CONSTRUCTION SECTION	Berg

81-125-3015

Rt. 1, Box 244
Woodburn, Ore.
97071
Nov. 10, 1972

Dear Sir,

When the highway dept. widend Int. 5, north of Woodburn. They desided to drain the run off water from the free-way down the Hovenden Road, into a ditch that runs into our property.

We just bought this property this year. We asked Mr. Mores Plum how much it would cost to tile this ditch out and he said aprox $800.

Now Mr. Vergil Wilson, the rightaof way agent, said we must put a 24" culvert in andshe will pay us $3,000 for this. And at this time we will have assumed the water and problem. To put in a 24" culvert will cost $8,000. Then we must get our neighbors permission to accept this.

We can take care of our own and natural water with out problem, but this highway water will cost us about $5000 plus the $3000. from Mr. Wilson

We don't feel we should have to pay for the freeway water to go through our place. Mr. Wilson will not even try to assum the responsibility of this freeway water he brought to the area.

What hurts us so much is we leased this land for vegtable farming for the next five years. They must farm it as one field and it could be done without the freeway water running through it. To go under ground with your water we don't abject, but to say we must pay to get your freeway water under ground and through our property we do object. This isn't even natural water for the area. They made the problem, why should we pay to solve it?

Lois GB

Do you have any suggestion on what we should do? Please answere as they didn't listen to the A.S.A. office. Do you think we should write letters to the news papers? Or should we get a lawer? Please answere soon because your water is going to start to come and then we will have a bigger problem .

Sincerely ,

Paul Wanner

Paul Wanner

RECEIVED

OREGON STATE
HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO ~~G. L. Green, Division Engineer~~
~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE November 28, 1972

Federal-aid Project
No. I-5-5(52)274

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 12

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of installing existing weigh scale signs and new "Merging Traffic" signs to allow the operation of the scale houses before the completion of the project. All signs required for the scale sites will be installed in their permanent locations but the merging traffic signs will have to be installed in temporary locations until other work is completed.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 10, 1972.

Your approval as of November 10, 1972 is requested.

Attach.

BMW:dgk

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 27, 1972

Federal-aid Project No. I-5-5(52)274

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 11

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost of providing drainage from the low points of the temporary A.C. curbs on this project. Temporary A.C. curbs are being placed 10 feet outside of the location for permanent curbs eliminating the use of the permanent drainage at this time. By installing the drain pipe to be used in the permanent installation and using it for the temporary drainage the material costs are eliminated from this order.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 20, 1972.

Your approval as of October 20, 1972 is requested.

Attach.

BMW:dgk

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 27, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. I-5-5(52)274

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 10

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This order covers the cost for the contractor to provide all labor, equipment and materials necessary to provide traffic lane control to enable state survey crews to profile the existing roadway. The contractor has the necessary cones and signs to do this where the State does not. All cost for doing this work will be chargeable to the engineering on this project.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 19, 1972.

Your approval as of October 19, 1972 is requested.

Attach.

BMW:dgk

OREGON STATE HIGHWAY DIVISION

P. O. Box 272
Woodburn, Oregon 97071

November 21, 1972

REGION 2 ENGINEER
RECEIVED
NOV 22 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

7693

Andersen-Hannan, Rogers & Matich
P. O. Box 215
Aurora, Oregon 97002

Re: Hubbard Interchange -
Woodburn Interchange
Pacific Highway
Contract No. 7693
Traffic Safety

Attn: Mr. Robert Hafstad
Project Engineer & Project Manager, Protem.

Dear Sir:

Recently I made a close inspection of about one third of the traffic cones on the project. Of these inspected, about one half had no reflectors. Few had both reflectors. Many of the traffic cones with reflectors were not positioned properly. The cones are not spaced properly and often mislocated. Void spaces in the traffic cone delineation was noted, some in excess of 700 feet.

Two median lamp poles, four luminairs, have recently been made inoperable by vehicular accidents.

Fencing has not been installed so as to preclude access to and from the highway by unauthorized motorists and animals.

Our business is the construction of safe highways for the motorist. Traffic safety during construction is of prime importance, since the motorist must be kept well informed during transit through the project.

I am requesting that you give particular attention to the above mentioned items and bring the deficiencies back to the requirements of the contract agreement.

RECEIVED
NOV 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

James E. Chaney
Resident Engineer

JEC:cbb

cc: Region II
File

cc C. T. Keasey

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg
RECEIVED
NOV 29 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

NOTED
A. L. J...

HIGHWAY BUILDING • SALEM, OREGON • 97310

Andersen-Hannan-Rogers-Matich
3427 N.E. Halsey Street
Portland, OR 97213

November 21, 1972

Re: Hubbard Int.-Woodburn Int. Section
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
On-The-Job Training

Gentlemen:

This is to notify you that approval has been received from the Federal Highway Administration for all of your on-the-job training programs except that for the Operating Engineer, trainee No. 10. Approval of Operating Engineer program will not be made until the actual establishment of an apprenticeship training program for this craft. It appears this will not occur for quite some time. Training of the Operating Engineer trainee was to be furnished by your grading subcontractor, Ray Kizer Construction Company. Over 80 per cent of the grading work has been completed, however.

Our records indicate that Kizer Construction has had a Teamster trainee on this project and has provided him with 360-1/2 hours of training as of September 30, 1972. The State cannot participate in the costs of training this trainee inasmuch as this craft was not one of those approved and a Teamster training program submitted for Federal Highway Administration approval.

If you still intend to furnish an Operating Engineer trainee, you will have to submit a training program as requested in my March 3, 1972 letter to you. Kizer has an Operating Engineer training program which has been approved on other projects. Considering the amount of grading work remaining to be done, it would appear only a token amount of training could be furnished unless you or one of your other subcontractors provides the training.

An alternate course of action can be followed. You can request a revision in your program to furnish a Teamster trainee instead of the Operating Engineer. Submit an acceptable training program for a Teamster trainee, incorporating the training that has been provided. Upon approval by the Federal Highway Administration, we will be able to reimburse you for the training provided to date.

Please notify me of your intentions regarding the Operating Engineer trainee and furnish a training program prior to December 29, 1972. Please contact me if you have any questions regarding this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson/att.
Gene Huntley/att.
J. B. Boyd/att.
James E. Chaney/att.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7623

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 7, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

M. D. Glenn
cy Gene Huntley
11-9-72

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section
Contract #7693
On-the-Job Training

RECEIVED
STATE HWY ENGR
NOV 9 '72
REPLY TO

Your letter of November 1 submitted training proposals for ten trainees on this project. The proposed training programs for the five laborers are approved. The carpenter, cement mason, and two iron workers are approved apprenticeship programs. At this time no action will be taken on the operating engineer training program pending establishment of an apprenticeship training program.

11-9-72
GL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

ANDERSEN-HANNAN-ROGERS-MATICH
Post Office Box 13367
Portland, Oregon 97213
Phone: 235-8661

29 February 1972

Job #G-050

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: M. D. Glenn
E.E.O. Engineer

Reference: Hubbard Interchange - Woodburn Interchange
Contract No. 7693

Dear Sirs:

We offer the following On-The-Job Training Program as part of the Affirmative Action Program for Equal Employment Opportunity required in the special provisions of the Contract.

Trainee No. 1 & 2 - Ironworker

Approximate starting date 29 May 1972 for Trainee No. 1, and 1 August 1972 for Trainee No. 2.

Training:

Per current State of Oregon Apprenticeship Council approved standards.

Payment:

Rates in accordance with approved current apprenticeship program and/or in accordance with contract requirements.

Training Period:

From approximately 29 May 1972 to 1 April 1973, Trainees will work under the direction of ironworker foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to highway structures, in an attempt to give him a well rounded program which would be in the best interests of the Trainee. Due to the intermittent nature of the ironworker's work on this

contract, the Trainees will not necessarily be employed continuously during the training period on this particular project. These trainees will be employed by our subcontractor, Mercer Industries Inc..

Trainee No. 3 - Carpenter

Approximate starting date 27 March 1972.

Training:

Per current State of Oregon Apprenticeship and Training Council Carpenter Apprenticeship standards.

Payment:

Rates in accordance with approved current training program and/or in accordance with contract specifications.

Training Period:

Approximately twelve months under existing training program. This period could be interrupted with a layoff of several weeks. Trainee will work under the direction of carpenter foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the Trainee.

Trainee No. 4 - Cement Finisher

Approximate starting date 17 April 1972.

Training:

Per current State of Oregon Apprenticeship and Training Council Cement Finisher Apprenticeship standards.

Payment:

Rates according to approved current training program and/or in accordance with contract specifications.

Training Period:

Approximately eight months under existing training program. This period could be interrupted with a layoff of several weeks. Trainee will work under the direction of Cement Finisher foreman and related crafts on the project. He will be trained in all aspects of the trade as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the Trainee.

Trainee No. 5, 6, 7, 8, 9 - Laborer

Approximate starting dates: Nos. 5 and 6 - 17 April 1972
Nos. 7, 8 and 9 - 1 May 1973

Training:
Class I Laborer

Training Schedule:
Laborer Training School, Camp Rilea, Oregon. Begin five weeks instruction sponsored by the contractor, starting on the dates stated above. $55 per week from Training Trust, plus board and room, and one round trip bus fare.

Instructions:	Hours
1. First Aid	10
2. Safety and Flagman Certification	14
3. Operate power buggies and vibrators, learn tool and material identification	44
4. Drilling and blasting	50
5. Hand operated power tools	38
6. Utility construction (pipelines, manholes, sewer shoring and grade checking)	44
Sub Total	200

Work Schedule:
On the job training will begin upon completion of school.

Payment:
In accordance with specification requirements.

On-The-Job Training:

No. 5	Hours
1. Flagging - Traffic	125
2. Signalman - Material handling	125
3. Concrete - placement	125
4. Concrete - Curing	125
5. Operation of power tools	125
6. Handle, clean and store materials	125
7. On the job safety	-50
Sub Total	800
Grand Total	1,000

No. 6

1.	Flagging Traffic	125
2.	Grade Checking	150
3.	Pipe Laying	250
4.	Operation of Power Tools	100
5.	Handle, clean and store materials	125
6.	On the job Safety	50
	Sub Total	800
	Grand Total	1,000*

*Trainee No. 6 will be employed by our subcontractor, Ray Kizer Construction Co. or duration of contract.

Trainees No. 7, 8, and 9

1.	Flagging Traffic	125
2.	Grade Checking	100
3.	Base Course Placement	200
4.	Asphalt Paving	375
	Sub Total	800 per Trainee
	Grand Total	1,000*

* or duration of contract.

Trainee No. 10 - Operating Engineer

Approximate starting date 17 April 1972.

Training:

Per proposed A.G.C. - Operating Engineers Local 701 Joint Training Program.

Payment:

Rates according to approved joint training program and/or in accordance with specifications.

Training Period:

Approximately four months under proposed training program. Trainee will work under the direction of Journeyman Operators and related craft foreman on the project. He will be trained in all aspects of the trade, as it pertains to highway construction in an attempt to give him a well rounded program which would be in the best interests of the Trainee. Trainee No. 10 will be employed by our subcontractor Ray Kizer Construction Co..

Due to the necessity of "staged" construction for this project, it will be difficult to assure continuous training for all trainees. We assure you that we will endeavor to keep these interruptions to a minimum.

We trust this on-the-job training program will meet with your approval and will aid training within our industry.

Yours very truly,

ANDERSEN-HANNAN-ROGERS-MATICH

R. S. Everett

RSE:hr

cc: Bobby Johnson - Resident Engineer

624-1084 S

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

East Salem Highway Building, Salem, Oregon 97310

November 21, 1972

Rogers Construction Company
11760 NE Glisan
Portland, Oregon 97216

Attn: George Schweizer

Dear George:

I feel it necessary, even after our telephone conversations, to inform you that the problems of access control on the Hubbard to Woodburn job must be taken care of. We have seen relatively no action on this problem and my people on the project informed me this morning that only two people showed up at approximately noon yesterday. It would appear, in view of your liabilities in this problem, you should accomplish this work in whatever way is available to you. The record is clear as I have determined we have warned the contractor approximately four to five times in the last two months that this work was lagging and that it should be accomplished immediately. I believe from our conversations you know how strongly I feel about the dangers involved and if the problem is not resolved shortly I will have to take further action.

J. B. Boyd
REGIONAL ENGINEER

RECEIVED
NOV 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JBB/sr

cc: A. E. Johnson ✓
C. T. Keasey
Jim Chaney
Anderson-Hannan, Rogers & Matich (Portland)
Anderson-Hannan, Rogers & Matich (Aurora)

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 8, 1972

TO C. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7693 . Extra Work Order No. 9

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

This Order covers the cost to remove and replace the northbound shoulder barrier at Fellers Road. The grade for the shoulder barrier was set using the shoulder grades and those of the bridge deck. A difference in grades between the grade of the shoulder and the bridge deck of 0.04'/ft. left a sag in the barrier at the bridge and which was not pleasing to the eye.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 16, 1972.

Your approval as of October 16, 1972 is requested.

BMW:bb
Attach.

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1972

To: MEMO TO THE FILES

SUBJECT: Hubbard Interchange-Woodburn
Contract No. 7693
Coral Corporation Claims
Speed Signing and Moving Sign Supports

FROM:
John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

A meeting was held in the Construction Section office on October 30 to discuss two claims which had been presented earlier by Coral Corporation and had been rejected by the State. Present at the meeting were:

Robert Laam	Coral Corporation
Alex Christy	Attorney and former employee of Coral Corp.
Duane Christenson	Bridge Section
C. G. Swenson	Specifications Unit
Arthur Brummitt	Specifications Unit
J. B. Boyd	Region Engineer
John A. Bond	Construction Administration Engineer

SPEED SIGN CLAIM

As indicated in my July 27 letter, I thought this claim did pose a fairly close question on ambiguity. We could have avoided the whole thing by simply showing a picture of another 50 mile speed sign directly opposite the one that is shown on Drawing 27867. The contractor emphasized the third point of his original argument to the effect that the signs could have been installed on a staggered basis and still be on both sides of the traveled way and at one-half mile intervals. The contractor was aware of our specification definition of "traveled way".

After the discussion, it was the concensus of the State people present there was a reasonable basis to compromise on this one. The contractor's money derivation was discussed briefly and he indicated it was subject to review. Mr. Boyd was to instruct the Resident Engineer to go over the cost elements and the number of signs involved with the contractor and work towards a settlement. We sanctioned that there was a basis for an adjustment for an amount that can be properly justified. Our sanctioning of this adjustment furthermore was on the basis that the other claim for moving the sign supports would be dropped.

SIGN SUPPORT CLAIM

After the discussion, it was still the State peoples' belief that the work we required of the contractor on this item had been reasonably prescribed. I thought there was a much better basis for adjustment on the first claim than on this one. The contractor indicated he would be agreeable to dropping this claim if we reach a satisfactory adjustment on the speed signs. Any speed sign settlement should be on this basis.

JAB:fw

cc: A. E. Johnson
J. B. Boyd

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1972

Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Attention: E. J. Valach

Re: Hubbard Intchge.-Woodburn Intchge. Section
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
On-The-Job Training

Gentlemen:

Attached for your review are four copies of the contractors' proposed training programs.

Approval of the crafts covered by these programs was given the contractor at the preconstruction conference held on March 1, 1972. At that time, I requested that the contractor submit a revised program for the Operating Engineer trainee detailing the length and type of training to be provided. This request was made, as it was evident that negotiations between the A.G.C. and Local 701 of the Operating Engineers to establish an apprenticeship training program had broken down. It now appears an agreement will be reached. I have been informed by Mr. Anderson of the A.G.C. that the training program will be substantially the same as that indicated on the attached draft.

The two Ironworkers, Carpenter and Cement Mason are to be trained in accordance with approved apprenticeship programs. Your approval of the programs for the five Laborers and the Operating Engineer trainee is requested.

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson
Gene Huntley

DRAFT - 3

STATE OF OREGON
APPRENTICESHIP AND TRAINING COUNCIL

DRAFT - 3

HEAVY EQUIPMENT OPERATOR TRAINING STANDARDS

for the area of

Entire State of Oregon and in Washington, the counties of Klickitat, Skamania, Clark, Cowlitz, Wahkiakum and that portion of Pacific County south of a straight line made by extending the north boundary line of Wahkiakum County west to the Pacific Ocean and the Pacific Ocean bordering the territorial jurisdiction of these standards.

1. OCCUPATION-- Heavy Equipment Operator (D.O.T. 850.883, 851.883)

2. HOURS OF EMPLOYMENT -- An aggregate of 1000 hours or more in each of three years shall be considered the normal time required to satisfactorily achieve the necessary skills for completion of training.

3. WORK PROCESSES AND APPROXIMATE HOURS

A. The following schedules are examples of the type of work experiences and training considered necessary to develop a skilled and productive worker in the various classifications of this trade. Within the limits of the basic trade requirements, the schedule is adaptable to local conditions.

HEAVY EQUIPMENT OPERATOR	APPROXIMATE HOURS
1. General On-The-Job Orientation:	25
a. Job safety and practices	5
b. Good job attitudes	2
c. Getting along with fellow workers	2
d. What to expect from the employer	2
e. What the employer expects from you	2
f. Safe use and care of tools	4
g. Observation of job functions	8
* 2. On-The-Job Training:	35
a. Safety procedures, rider-observer, using controls, routine servicing.	
b. Maintaining, starting and operating one or more pieces of equipment normally operated by Heavy Equipment Operators. Such equipment may include but is not limited to: Front end loaders, rubber tired backhoes, Gradalls, draglines, shovels, crawler mounted backhoes, clamshells, motor graders, cranes, bulldozers, scrapers, concrete paving and spreader machines, aggregate spreaders, asphalt paving machines, and rollers.	2,940
TOTAL	3,000

7693

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 31, 1972

TO Mr. J. B. Boyd
Regional Engineer

NOTED
A. E. JOHNSON

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Hubbard Intch.-Woodburn Intch.
Pacific Highway
Contract 7693
Broadacres Road Undercrossing
Metal Reinforcing #14 Bars

Mr. Neil McGee of Mercer Industries, supplier of metal reinforcement on the subject structure, called this office requesting that the No. 14 metal reinforcement which has previously been deemed substandard be checked by chemical analysis. These are the top transverse bars at Bent 3.

Chemical analysis can be accomplished by chipping away the end of the transverse beam sufficiently to expose the ends of the bars and drilling into the bars sufficiently to obtain enough drillings to make the analysis.

The chipped concrete must be replaced to the satisfaction of the engineer. The chemical analysis will be made by a private laboratory and the results presented to the State. Acceptance of the reinforcement by the State will be contingent upon the results of the chemical analysis.

RWE:dh

cc A. E. Johnson
A. A. Rear
John Jenkins
Warren Mueller
H. A. Schell, FHWA

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 30, 1972

76931

* 1693

To: D. H. Moehring
Right of Way Engineer

SUBJECT: Storm Sewer System
Station 1067+00
R/W File 47453 - E & M Wanner
Hubbard Interchange-Woodburn Section

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is correspondence and a sketch map from Region 2 requesting an easement for a permanent drainage easement across the subject property.

Please have the necessary descriptions prepared and proceed with negotiation for the easement.

CTK:fw
Enc.
cc: A. E. Johnson
J. B. Boyd

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~W. B. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 26, 1972

Federal-aid Project
No. I-5-5(52)274

FROM

ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7693, Extra Work Order No. 6

Project Hubbard Interchange - Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

The Order covers fabricating and installing temporary protective steel covers over C-2MA inlets to support the outside edge during Stage I paving. These covers will still let the inlets function throughout the winter.

Attached are copies of a letter from the Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Bridge Engineer on September 13, 1972.

Your approval as of September 13, 1972 is requested.

JK:pr

Attach.

RECEIVED
OCT 19 1972
AG

Jen files

16-13

Salem, Oregon
October 19, 1972

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Time Certificate of Deposit
Andersen, Hannan, Rogers & Matich
Contract No. 7693

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of $168,775.46 from Andersen, Hannan, Rogers and Matich in lieu of retainage on Contract No. 7693.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fkn
Att.

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Oct. 24, 1972

Andersen, Hannan, Rogers, Matich
3427 N. E. Halsey Street
Portland, Oregon

Gentlemen:

For instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 544 dated October 23, 1972, in the amount of $168,775.46 Time Certificate of deposit, First National Bank of Oregon, Portland, Oregon.

This Time Certificate of deposit is in lieu of retainage on State Highway contract No. 7693.

Very truly yours,

Robert W. Straub, State Treasurer

By

Merle Drowe, Cashier

MD: kf
Encl.

cc: State Highway Commissioner,
Cecil Head

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 544

Received for Account of Andersen-Hannan-Rogers-Matich

Date October 18, 1972

Address 3427 N.E. Halsey St.
Portland, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon 5.75% Head Office, Portland, Oregon Dated Oct. 9, 1972 Due Oct. 9, 1973	148987	1					168,775.46
							168,775.46

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7693 Hubbard Interchange Woodburn Interchange sec. of Pacific Highway in Marion and Clackamas Counties

Authority Chapter 746 O.L. 1971

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
OCT 6 - 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 4, 1972

TO J. B. Boyd
Region 2 Engineer

FROM Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT Hubbard Interch.-Woodburn Interch. Section
Pacific Highway-I-5
Uxing of Broadacres Rd.
Contract 7693
Installation of Stress Rods at Center Bent

In answer to Warren Mueller's inquiry on October 3, 1972, we have the following comments.

In lieu of the detail shown on the copy of Drawing No. 27855 submitted with our letter of September 26, 1972, it would be acceptable to drill a level hole all the way through the bent x-beam, providing that the contractor can guarantee no greater than a two-inch drift in the entire length. High strength prestressing strand would be acceptable as an alternate to the stress rods in this situation.

If the contractor will not take the responsibility for maintaining the two-inch drift tolerance, then the 20 ft.± long individual holes should be drilled and stress rods installed.

There is not any objection to the holes being drilled on a level plane.

It is essential that the installation of the stress rods be done prior to opening of the structure to traffic, and while the cast-in-place section is still on falsework.

As stated in our previous letter, all costs for this work shall be borne by the contractor at no cost to the State.

LLW/ag

cc A. E. Johnson
R. W. Ellison
A. A. Rear
W. Mueller
H. A. Schell

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

624-1084

7 5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1972

To: MEMO TO THE FILES

SUBJECT: Alteration in Paving Sequence
Hubbard Int.-Woodburn Int. Sec.
Pacific Highway

The contractor requested that we review the need for a small change in our paving procedure on this contract. The work in original form is shown as original on the attached sketch. The new method is shown on the sketch as new method.

We believe that the method we are utilizing now will be of considerable advantage to the traveling public. It has been discussed with the FHWA representative, Mr. Paul Riedl, and he agrees that the work to be done is a superior method and should be utilized.

The additional cost will be minimal as the difference between Class "B" and Class "C" AC is only 85¢ per ton. This change will eliminate the danger of standing water on the edge of the travel lane providing additional safety for the traveling public. The abrupt edge during the period between the Class "B" paving and the Class "C" paving is in itself a definite hazard which will be eliminated.

The additional cost would be approximately 3,000 tons times the difference which is 85¢ or $2,550.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: C. T. Keasey
Resident Engineer
Paul Riedl
Frank Terpin

NOTED
L. K. WATSON

Form E-106—10M—7-64
SP*6216-734

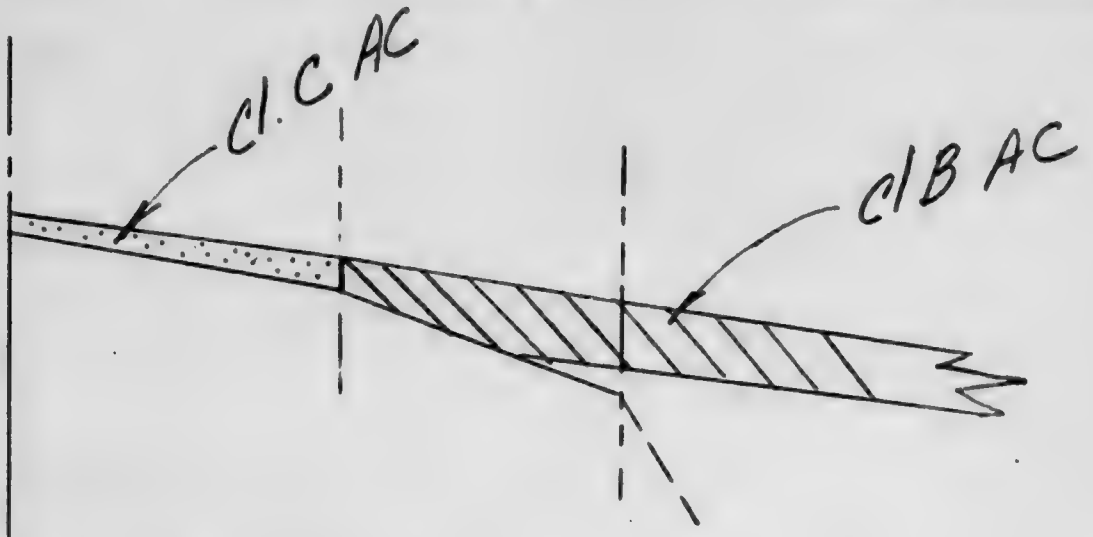
Job No. .....

Sheet ..... of ..... Sheets

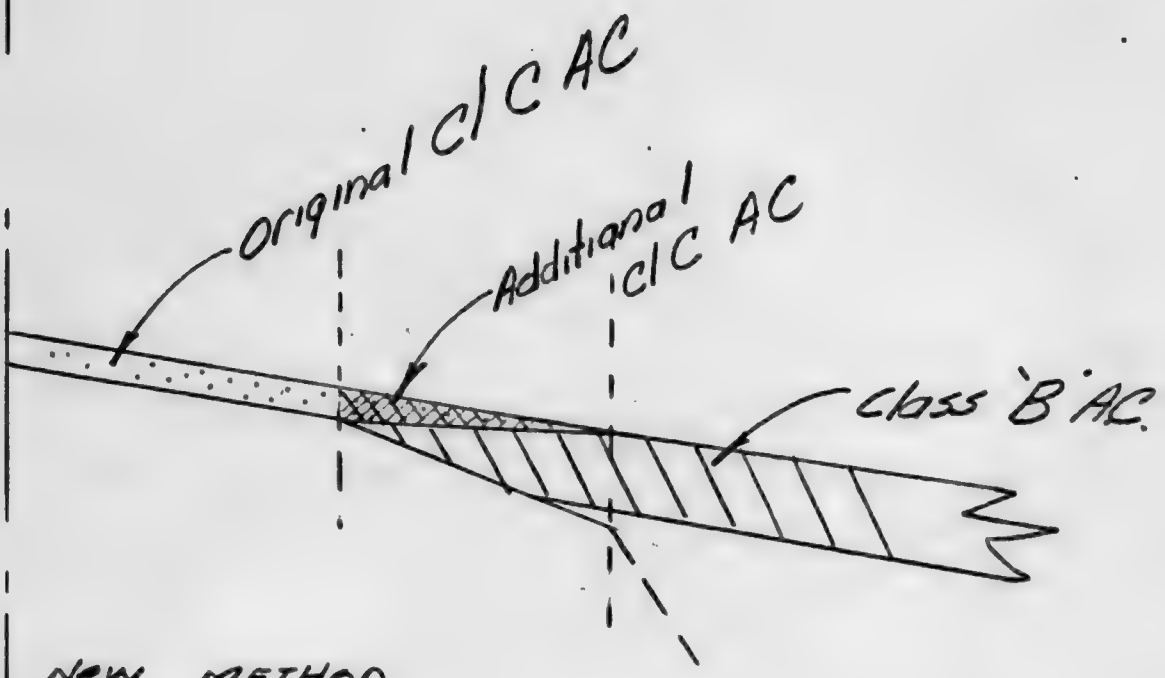
OREGON STATE HIGHWAY DEPARTMENT

Calculations for .....

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....



ORIG METHOD



NEW METHOD

Hubbard Interchange - Woodburn Interchange
Pacific Highway

NOTED
L. K. WATSON

624-1084

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1972

SUBJECT: Hubbard Int.-Woodburn Int.
Peat Removal

To: Frank Hall
DESIGN ENGINEER

Our Geologist, William Fretwell, after probing has advised the complete removal of the peat in the Lake Labish area because of the concrete pavement and the need for a no settlement condition. He recommends a section, typical to the one shown on the attached sketch in order to remove the detrimental organic materials.

I believe that in doing this we need to provide for a temporary guardrail at a point 16 feet from the existing centerline during the excavation operations. There will be areas that this peat will be 16 to 20 feet deep, measured from our pavement surface. The benching will be necessary to protect our existing surface.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Ed Hall
Ross Harris

1 Hall
2 Gilson
3

RECEIVED
SEP 29 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
L. K. WATSON

SCALE: 1" = 5' VERT
1" = 10' HORIZ

NOTE: Subexcavation plans
Peat area -
Woodburn - Hayesville

EXST. ℄

CONST. ℄

47'

10' 10' 12' 12' 12' 10' 13'

2'

16'

2" A.C. Wearing Course

Temporary Guardrail installation

6'

4' A.C.

10"

EXISTING I-5

optional to depth of Peat. The higher Fills will require add'l benches.

SCALE: 1" = 5' VERT
1" = 10' HORIZ.

CONST. ℄

47'

12' 12' 12' 10' 13' 3' 12'

16'

2" A.C. WEARING COURSE

Temporary Guardrail installation

4'

6'

EXISTING I-5

optional to depth of peat. The higher fills will require additional benches.

RECEIVED
FOR FILE

7672

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 26, 1972

TO J. B. Boyd
Region 2 Engineer

FROM Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT Undercrossing of Broadacres Road
Br. No. 7800A
Hubbard Intch.-Woodburn Intch. Section
Pacific Hwy. I-5
Marion County
Contract 7693

NOTED
A. E. JOHNSON

Enclosed is a copy of Drawing No. 27855, which shows an acceptable method of correcting the deficient cross beam at Bent 3 of the subject structure. This was discussed with the contractor's representatives at a meeting in the Highway Building on September 25, 1972.

All costs involved shall be borne by the contractor at no cost to the State.

The contractor may proceed with post-tensioning operations. The stress rods should be placed and tensioned prior to removal of falsework.

JMT/ag

Encl.

cc H. A. Schell w/attach.
Neil McGee, Mercer Steel w/attach.
A. E. Johnson
A. A. Rear
L. L. Wallace

RECEIVED
SEP 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

624-1084

RECEIVED
SEP 27 1972

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building, Salem, Oregon 97310

September 22, 1972

Andersen-Hannan-Rogers-Matich
Box 215
Aurora, Oregon 97002

NOTED
A. E. JOHNSON

Attention: W. Haapala

Gentlemen:

Failing Reinforcement Steel
Bent 3
Broadacres Structure
Contract 7693

A portion of the transverse reinforcing steel in the upper portion of Bent 3 is unacceptable. These bars from Heat B3111 are eight in number from our investigation and were furnished to you from the Mercer Steel Company.

As this steel has been incorporated in the concrete deck, I have ordered that no further work such as post-tensioning be accomplished until a satisfactory solution to the problem has been proposed by your organization.

Please advise us as to your method of repair to correct this deficiency as soon as possible. All expenses relative to this correction will be the responsibility of the contractor. Your early reply to this problem will be appreciated.

Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

JBB/jc
cc: A. E. Johnson
Walt Hart
John Jenkins
Warren Mueller

RECEIVED
SEP 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1972
FOR FILING
7693

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 19, 1972

TO J. B. Boyd
Region 2 Engineer

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Hubbard Interchange-Woodburn Interchange Sec.
Pacific Highway
Contract 7693
Sub-Standard Metal Reinforcement

This letter is to confirm today's telephone conversation. Mercer Steel Company has received from Oregon's steel rolling mills metal reinforcement of low strength. This metal reinforcement is from Heat B3111.

From your conversation with Warren Mueller, Resident Engineer, and information I have received from Mercer Steel Company, it appears that eight of the transverse bars at Bent 3 of the Broadacres Road Undercrossing, Bridge No. 7800A, are from this sub-standard heat. I understand that the section of the structure containing these bars has been poured, including the deck.

The connection between the box beams and the cast-in-place center section should not be made until the problem at the cross beam has been resolved. Please advise us of the means the contractor intends to use to remedy this defect.

It appears at this time that one method of correcting this deficiency is through the use of post-tensioning of the transverse beam. The corrective measure used will be at the expense of the contractor or his supplier.

Please check all other projects under your jurisdiction for possible inclusion of bars from this sub-standard heat.

RWE/ag

cc A. E. Johnson
W. Mueller
J. Jenkins
L. L. Wallace
R. J. Wright
H. A. Schell-FHWA

RECEIVED
SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

bc: F. B. Klaboe
V. E. Skoog
L. H. Young

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 19, 1972

Woodburn City Council
City Hall
Woodburn, Oregon 97071

7673

Attn: Mr. Don Stilwell
City Manager

NOTED
A. E. JOHNSON

Re: Coop. Construction Finance Drainage
Pacific Hwy. (I-5)

Gentlemen:

Enclosed is a copy of the letter-form agreement approved by the City on September 5, 1972, which has been approved by Assistant State Highway Engineer, A. E. Johnson. This is being returned for the City's records, with our thanks for your interest and cooperation in this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell

D. N. Harwell
Assistant Engineer
County and City Section

DNH:ljt
Encl.

cc: A. E. Johnson
C. T. Keasey
J. B. Boyd

RECEIVED
SEP 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
COUNTY & CITY SECTION
SEP 11 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Woodburn
I-5

C. T. Keasey
J. B. Boyd
Attn: G. W. Wimer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 22, 1972

City of Woodburn
City Hall
Woodburn, Oregon 97071

Attn: Mr. Donald Stilwell
City Manager

Gentlemen:

The City of Woodburn and the Oregon State Highway Division have long been concerned for the improvement of drainage in the vicinity of the Woodburn Truck Scales, along the Pacific Hwy. (I-5) in the northwestern section of Woodburn.

The State currently has the Hubbard Intchge.-Woodburn Intchge. Section of I-5 under construction (Contract #7693) and would include this work as part of the over-all project.

The City and State have tentatively agreed to the improvement of these drainage facilities, with the City of Woodburn contributing $2,500 toward the project, estimated to cost approximately $14,000.

The State is agreeable to the financial arrangement of accepting an advance deposit of $1,250 from City along with two signed copies of this letter, with the balance of payment ($1,250) payable to State by City on or before July 10, 1973.

We certainly appreciate your continued interest and cooperation in this and other matters of mutual concern to City and State, and if the foregoing is agreeable, please have the necessary signatures affixed, enclose a check for $1,250, and return two copies of this letter to this office. After further processing, a fully executed copy will be returned to you.

APPROVED BY CITY OF WOODBURN

Date September 5, 1972

BY E. Wilbur Lawson
Mayor

BY Vincent Lawson
City Recorder

APPROVED BY OREGON STATE HIGHWAY DIVISION

Date September 19, 1972

BY [signature]

Check # 99 Rec'd [illegible]

DNH:ljt

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

624-1084

OREGON STATE HIGHWAY DIVISION

East Salem Hwy. Bldg., Salem, Oregon 97310

September 14, 1972

RECEIVED
STATE HWY ENGR
SEP 18 '72
REFER TO
FOR
Info | Ives | R/D | D/R | Salem | Act | File

The Honorable Judge,
Thomas W. Hansen
District Court 1
Marion County Courthouse
Salem, Oregon

Dear Judge Hansen:

50 MPH Speed Sign
Hubbard Int.-Woodburn Section
Pacific Highway

The standard procedure for displaying the 50 MPH signs on the Hubbard Int.-Woodburn Section is for one man to start uncovering them about 45 minutes in advance of any other work. He starts at the contractor's shops at Fargo Road Int. proceeding down one side of the highway and then back the other completing the loop.

On May 5, 1972 the signs were "uncovered at approximately 6:00 A.M.". Pile driving operations started at 7:40 A.M. on the easterly side of the highway at the Broad Acres Structure. There would have been some incidental activity at that location prior to that time with the arrival of the workmen.

Clearing started elsewhere on the project at 7:00 A.M. Grading north of Broad Acres started at 7:30 A.M.

Our records do not give any other information of the specific condition at Broad Acres at 7:20 A.M. If we can be of any other assistance, call me at Salem: 378-2626.

NOTED
TOM EDWARDS

Original signed by, Gerald Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Tom Edwards ✓
Leonard Lindas
C. T. Keasey
Bobby Johnson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 11, 1972

Anderson-Hannan-Rogers-Matich
P. O. Box 13367
Portland, Oregon 97213

NOTED
A. E. JOHNSON

Attention: Larry Zimmerman

RE: Hubbard Int.-Woodburn Int.
Pacific Highway
F. A. Project No. I-5-5(52)274
Contract No. 7693
On-The-Job-Training

Gentlemen:

Approval is hereby granted to revise your training program back to its original approved form as requested in your letter of September 5, 1972.

Our records indicate the pilebuck trainee was employed for what is considered a token length of time and therefore the state can not participate in your training costs for this trainee.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Federal Liaison & E.E.O. Engineer

MDG:sat

cc: A. E. Johnson/attachment
Gene Huntley/attachment
J. B. Boyd/attachment
Glen Green/attachment
B. Johnson/attachment
Contract Payments/attachment

RECEIVED
SEP 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

September 5, 1972

Oregon State Hwy. Dept.
Highway Bldg.
Salem, Oregon 97310

Re: Hubbard Interc.=Woodburn Interc.
Contract #7693

Attention Mr. D. H. Glenn

Dear Sir:

In my letter of August 15, 1972, I requested that the position of Trainee #3 on our On-The-Job Training program be changed from a carpenter trainee to a pilebuck trainee. On August 18, 1972, however, we were forced to terminate our pilebuck trainee and since the pile driving and cutoff portion of this project is complete, would find it meaningless to replace him with another pilebuck trainee. I must therefore request that Trainee #3 position be returned to a carpenter trainee as per Bob Everett's letter, February 29, 1972.

Sincerely,

ANDERSEN-HANNAN

Larry Zimmerlund

Larry Zimmerlund

LZ:dm

Routing

Keasey — RECEIVED — Pease

Bond — SEP 8 1972 — Glenn

Walker — Litchfield

Johnsen — CONSTRUCTION SECTION — Berg

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7693

Salem, Oregon
September 6, 1972

To: D. H. Moehring
Right of Way Engineer

SUBJECT: Drainage Problem
Woodburn Truck Scales
Hubbard Interchange-Woodburn Section
Pacific Highway
Contract No. 7693

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. Johnson

Attached is information submitted by Region II Construction Engineer G. W. Wimer requesting a permanent easement for constructing and maintaining a drainage facility right of Station 1116+10 on the subject project. Sketch map, deed photostats and an Assessors map are also attached.

Please proceed with acquisition of this easement so that construction can be completed this fall.

CTK:fw
Enc.
cc:A. E. Johnson
G. W. Wimer

RECEIVED
SEP 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

Routing: T K E

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED SEP 6 1972 CONSTRUCTION SECTION

Poate, Glenn, Litchfield, Berg

September 5, 1972
Salem, Oregon

SUBJECT: Drainage Problem
Woodburn Truck Scales
Hubbard Int.-Woodburn Section
Pacific Highway

To: C. T. Keasey
CONSTRUCTION ENGINEER

By notation on my August 14 letter, a copy of which is attached, you approved proceeding with improving the drainage outside of the R/W downstream from the existing truck scale site.

A permanent easement giving the right, but not the obligation to maintain, will be needed. For this purpose attached is a sketch map, photostats, and tax assessor's map. Please arrange to have a description prepared and the acquisition of the easement authorized.

R/W Agent, Virgil Wilson, is already in contact with the property owner and is negotiating the easement without the formal document; but he will need it to finalize the transaction.

One of the conditions and requirements of the property owner will undoubtedly be that the system be enclosed. Our original $14,000 estimate provided for the enclosure. Mr. Johnson's current estimate is $13,670, according to the attached August 29 letter from him.

Since the City of Woodburn and the Woodburn Senior Estates are participating in the cost of this project, it would be well that we expedite it and have the installation made this fall so that they might derive early, timely benefits.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Bobby Johnson
Rod Henry
H. S. Cox

FORM S-10 REV 10-68

24-1084

REGION 2 ENGINEER
RECEIVED
AUG 31 1972
RE | RCE | RME | RTE | RUE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
August 29, 1972

SUBJECT: Hubbard Interchange -
Woodburn Interchange
Pacific Highway
Contract No. 7693

To: Gerald Wimer
Region Construction Engineer
Salem, Oregon

Enclosed please find sketch map, deed photostats and Tax Assessor's map regarding proposed drainage easement for installation of 18-inch outfall culvert right of Station 1116+10.

The cost of this proposed installation would be $10,430.00 for 1,490 feet of 18-inch CMP and $3,240.00 for trench excavation, making a total of $13,670.00. These costs are based on unit bid prices for this project.

Bobby D. Johnson
Resident Engineer

CVL:cbb

624-1084

FORM 6-00 (REV. 10-68)

REGION 2 ENGINEER
RECEIVED
AUG 16 1972
RCE RME RTE ROE
ULE GEO TA FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1972

SUBJECT: Drainage Problem
Woodburn Truck Scales
Hubbard Int.-Woodburn Sect.
Pacific Highway

To: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is an August 8, 1972 letter from Woodburn City Manager, Donald D. Stilwell, offering on behalf of the City of Woodburn and the Woodburn Senior Estates to cooperate with the Highway Division in improving the outfall drainage from the Pacific Highway in the vicinity of the Woodburn Truck Scales. They propose a total of $2,500; $1,250 immediately, and the balance by July 10, 1973.

This offer is a result of your attached July 10, 1972 letter. It is the recommendation of this office that the offer be accepted. It would seem that Mr. Stilwell's letter should suffice. However, should you deem otherwise, please make the necessary arrangements.

It would be my thought that we do everything possible to have this drainage installed this fall.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: H. S. Cox
Bobby Johnson

APPROVED
C. T. Keasey
...ion Engineer

Routing

1 Keasey	RECEIVED	Pease E
2 Bond	AUG 15 1972	Glenn
3 Walker		Litchfield
Johnson	CONSTRUCTION SECTION	Berg

A. E. Johnson
Keasey to
Wimer — 8-16-72
Stilwell will contact
City and finalize some sort
of agreement as proposed above.
He will keep you advised and
you may proceed accordingly.
C. Keasey

sent 8/21 encl
cc Bobby Johnson — Submit
date for easement. G. Wimer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1972

RECEIVED
STATE HWY ENGR
SEP 7 '72
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | Act | File

To: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Precast Box Girder Erection
Hubbard Int.-Woodburn Section

Erection of precast box girders on the southbound portion of the Crosby Road structure was observed commencing at midnight Wednesday, September 6. Members of Bobby Johnson's crew were also in attendance.

Traffic was stopped at 12:50 AM and lasted 15 minutes until 1:05 AM for the first beam erection. This 15 minute closure backed up 45 cars and trucks. An additional eight arrived while the area was being cleared.

The second beam was set onto the falsework faster because one lane of traffic was maintained while the beam was being prepared for lifting.

Seven beams have been set onto the falsework. Five of these have been threaded.

This was a smooth operation with only minor revisions necessary. A schematic sketch of the signs and flagmen utilized is attached.

The seventh beam was set onto the falsework about 7:00 AM. There was no traffic problem. The reason for the lateness was that Empire stopped shipping after the fifth beam arrived about 4:30 AM. They did not think there was enough time for any more. The contractor then arranged for two more which arrived about 5:45 AM.

The controller on the rate of production is at Empire's yard where it takes to cranes to load. There are also only five transports.

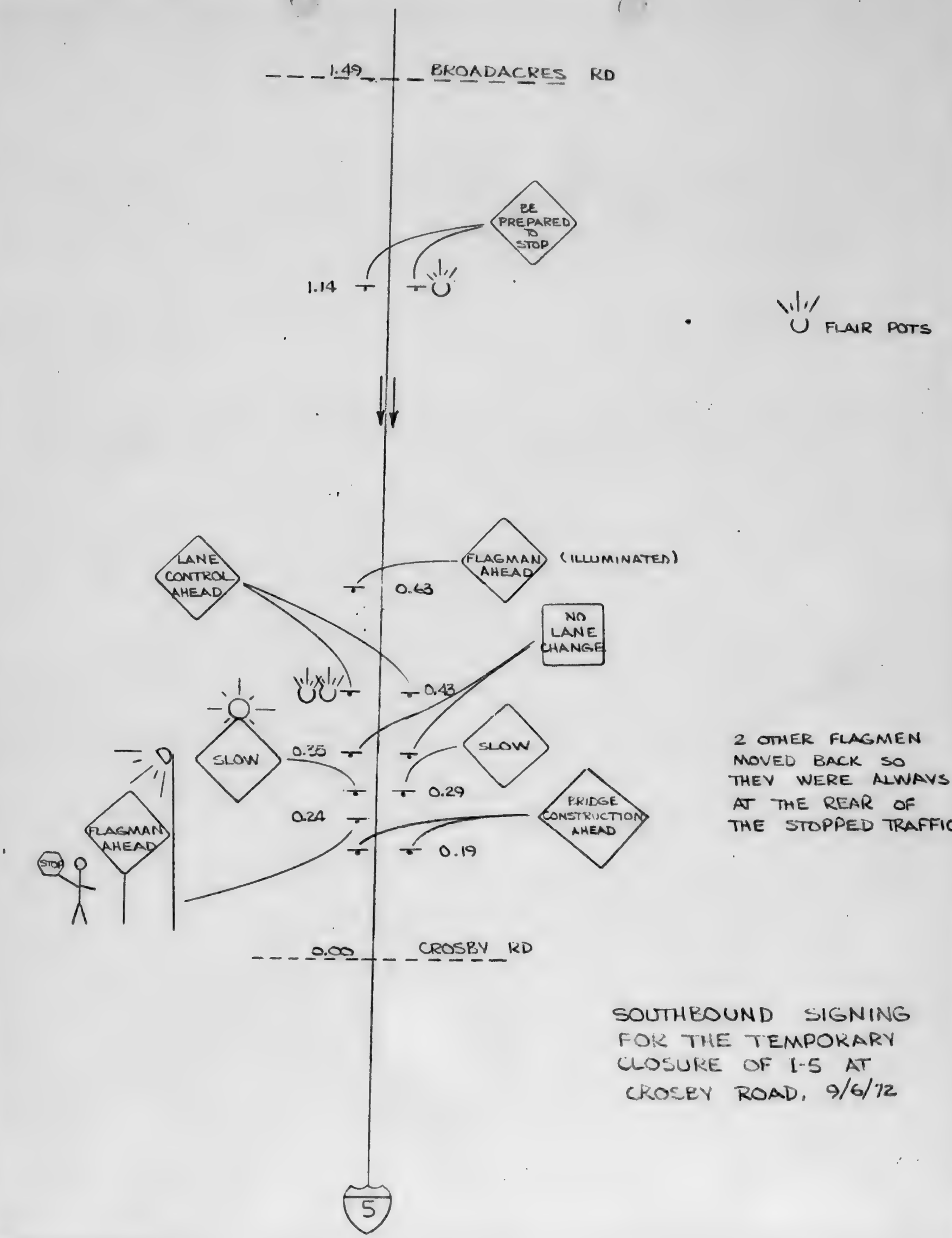
The contractor plans to commence about 10:00 PM tonight when the traffic will be no greater than at 7:00 AM.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/lt

cc: Tom Edwards
Fred Klaboe
Al Johnson
Walt Hart
Bobby Johnson

NOTED
TOM EDWARDS



2 OTHER FLAGMEN MOVED BACK SO THEY WERE ALWAYS AT THE REAR OF THE STOPPED TRAFFIC

SOUTHBOUND SIGNING FOR THE TEMPORARY CLOSURE OF I-5 AT CROSBY ROAD, 9/6/72

624-1084

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1972

To: Walt Hart
BRIDGE ENGINEER

SUBJECT: Meeting Contractor, August 29
Hubbard Int.-Woodburn Int.
Pacific Highway

Mr. Al Rear, Mr. Gerald Wimer, Mr. Bobby Johnson, Mr. Cliff Lehman, and Mr. Warren Mueller met with representatives of the contractor to discuss two items:

(1) Time of placing beams. We held firm that the intent of the contract was to place these beams at low-flow traffic periods. Our hourly volumes on this section of highway clearly indicate the only low traffic flows occur between midnight and 6 a.m. We did concede that on Sunday morning they could operate until 8:00 ot 9:00. We informed the contractor we had reviewed this procedure with all elements of highway administration and it was our aggregate opinion that we could not tolerate interruptions in traffic during other periods of the day or night.

(2) Falsework. The contractor, your office, my office, and the Resident Engineer have been communicating relative to the falsework piling for the support of the end of the box beams. We did at the meeting concede that if he properly grouted the joints at the mud sill and added a second row of piling, properly braced, we could probably overcome the need for a driven piling.

Attached is a copy of a letter written to Warren Mueller by the contractor. A letter such as this is irritating because of so many of the concessions granted to the contractor in regards to the detours, addition of lime, etc. which are all benefits to him and used to beat the State as a basis that the job was poorly designed. Also, he rationalizes his failure to follow our plans and specifications because of time requirements that he agreed to when he signed the contract. This, of course, is in no way pertinent to the problem of constructing this highway, but the contractor does irritate the field personnel by his high and mighty manner.

J. B. Boyd
REGIONAL ENGINEER

RECEIVED
SEP 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JBB/jc
Attach.
cc: Al Johnson
Warren Mueller
Bobby Johnson

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Bobby Johnson, Resident Engineer 31 August 1972

Reference: Hubbard - Woodburn Interchange
Contract No. 7693

Dear Sirs:

On Tuesday, August 29, 1972, you informed us that the precast concrete box girders for Crosby, Donald and Broadacres crossings will have to be erected between the hours of approximately 8 p.m. and 6 a.m.

We believe this is contrary to the specification requirements, as no mention is made of performing this work outside of regular working hours and the traffic count curve shown to us does not form part of our contract.

In our opinion, there are greater hazards in erecting this work in the dark hours than there is during normal daylight hours, both to the traveling public and the construction workers.

Your decision last Tuesday was put to us as a unilateral order and we are therefore carrying out your directions under protest.

By this letter we advise you that we will present to you our claim for additional expense to carry out this directive.

Yours very truly,

ANDERSEN - HANNAN

R. S. Everett

RSE/jdb

RECEIVED
AUG [illegible] 1972
FOR [illegible]

7693

August 29, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7693 Extra Work Order No. 5

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

County Marion and Clackamas

The order covers repairing an existing 60-inch culvert. Three joints have pulled apart under the old fill. A 48-inch culvert will be placed inside the larger culvert where the joints have separated and the voids between will be grouted.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 11, 1972.

Your approval as of August 11, 1972 is requested.

Attachments

JK:js

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

August 28, 1972

Oregon State Highway Dept.
P. O. Box 272
Woodburn, Oregon 97071

Re: Hubbard Interc.-Woodburn Interc.
Contract No. 7693

Attention: Warren E. Mueller, Res. Bridge Engineer

Dear Sir:

Reference is made to Mr. Boyd's letter of August 10 and August 24 regarding deviation from construction sequence and temporary support of pre-cast box members at the three undercrossing sites. In order to put this matter into full context and proper perspective it is necessary to review events and circumstances from the beginning of the job. Our departure from the States plans was not occasioned by disregard or perverseness but by circumstances and section 108.08 of the Special Provisions which calls for completion of these structures by Nov. 30, 1972. We assumed the completion date to be of prime importance to the State.

Our original schedule called for completion of the detours by May 9, 1972, but because of water conditions and original design we were not able to proceed with this work. We repeatedly requested by word and correspondence, that the State re-design the roadway section at least in the area of the detours. After many delays and procrastinations by the State a design change was instituted where by we were able to complete the detours July 26, 1972. To substantiate the need for design change please be informed that we are today applying lime to certain areas to achieve proper compaction and moisture content.

It is perhaps redundant to state that without detours no bridge demolition could be done and consequently no concrete could be placed. Because of a contractor sponsored detour change we were able to demolish the center spans thus allowing us to proceed with the center piers. Until the detours were completed, including striping, there was no way to drive two rows of piling in the traveled way. All of our permanent piling were driven July 3, 1972 and the driver moved off of the job.

I am a little more than confused by Mr. Boyds objections to our method of supporting the pre-cast members. He states that good lateral stability and no vertical settlement makes the driven pile far superior to what we have proposed. With our method of support we compute our resistance to lateral movement at 9000#. With driven piling we estimate 2,800#. Our design allows hydraulic jacks between caps to compensate for any settlement. With capped pile I see no method of jacking except for cribbing up from the pavement which we propose to set our pads on in the first place. Our method provides for 180 sq. ft. of timber pad to support a little over 300 tons or a required bearing value of 3300# per sq. ft. From field observation it appears that there is 18 inches of base material

ANDERSEN-
HANNAN
A JOINT VENTURE

BOX 13367
PORTLAND, OREGON 97213

and six inches of asphaltic paving under our sill. That should provide a bearing value of at least 7500 lbs. If there were any settlement it would be uniform over the length of the sill. The same would not be true of piling of even slightly differing sizes because they would not be point bearing piles. If there were any settlement with the use of piling I can't see how in the world one could prevent the need to raise all 311 tons exactly the same as in our proposed method. Also, in regard to public safety, our method would place the supporting members four feet further from traffic than the double bent the State plan shows.

In conclusion, if the State remains adamant in their demand for driven pile we expect to be paid for the move on and off as well as a cancellation of the Nov. 30 date for completion. Considering time already lost plus days that will be expended in driving pile there is no way that this date can be met. We repectfully request re-assesement of this matter.

Yours truly,

ANDERSEN-HANNAN-ROGERS-MATICH

W. Haapala

W. Haapala
Project Manager

WH:dm

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

Andersen-Hannan-Rogers-Matich
P.O. Box 13367
Portland, OR 97213

August 25, 1972

Re: Hubbard Intchge.-Woodburn Intchge.
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
E.E.O. Compliance Review

Gentlemen:

This is to inform you that as a result of the findings of the compliance review, held at your project office on July 25, 1972, your joint venture Company has been found to be in compliance with the applicable EEO specifications.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen Green
A. E. Johnson
Gene Huntley
J. B. Boyd
Bobby Johnson

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

1623

HIGHWAY BUILDING • SALEM, OREGON • 97310

Andersen-Hannan-Rogers-Metich
P.O. Box 13367
Portland, OR 97213

August 25, 1972

Attention: Larry Zimmerlund

Re: Hubbard Intchge.-Woodburn Intchge.
Pacific Highway
F.A. Proj. No. I-5-5(52)274
Contract No. 7693
On-The-Job Training

Gentlemen:

Approval is hereby granted to revise your training program, per your August 15, 1972 request, by providing a Pilebuck trainee in lieu of the Carpenter apprentice (Trainee No. 3) contained in your previously approved program.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen Green/att.
A. E. Johnson
Gene Huntley
J. B. Boyd/att.
Bobby Johnson/att.

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

624-1084

FORM E-30 (REV. 10-69)

74 75

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1972

NOTED
A. E. Johnson

To: MEMO TO THE FILES

SUBJECT: Speed Zone
Hubbard Int.-Woodburn Sec.
Pacific Highway

In order to present a continuing picture of the speed zone resolution of 50 miles an hour during construction activities a speed zone check was made on August 17, 1972. A copy of this study is attached. This study indicates that our speed zone is assisting us in our construction activities, that the speeds are generally lower than what the complaints received by myself and others suppose.

Summary: I believe that the 50 mile an hour resolution is a definite help to our construction activities and does improve the safety in the operations as they are presently being done. The speed zone check does indicate with the increased traffic from May to August there is some decrease in speed in the area outside of the 50 mile an hour zone.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: A. E. Johnson ✓
C. T. Keasey
Bobby Johnson

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OR. ON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. I-5 DATE August 17 1972

HIGHWAY NO. 1 TIME 1:25 P M TO 4:00 P M

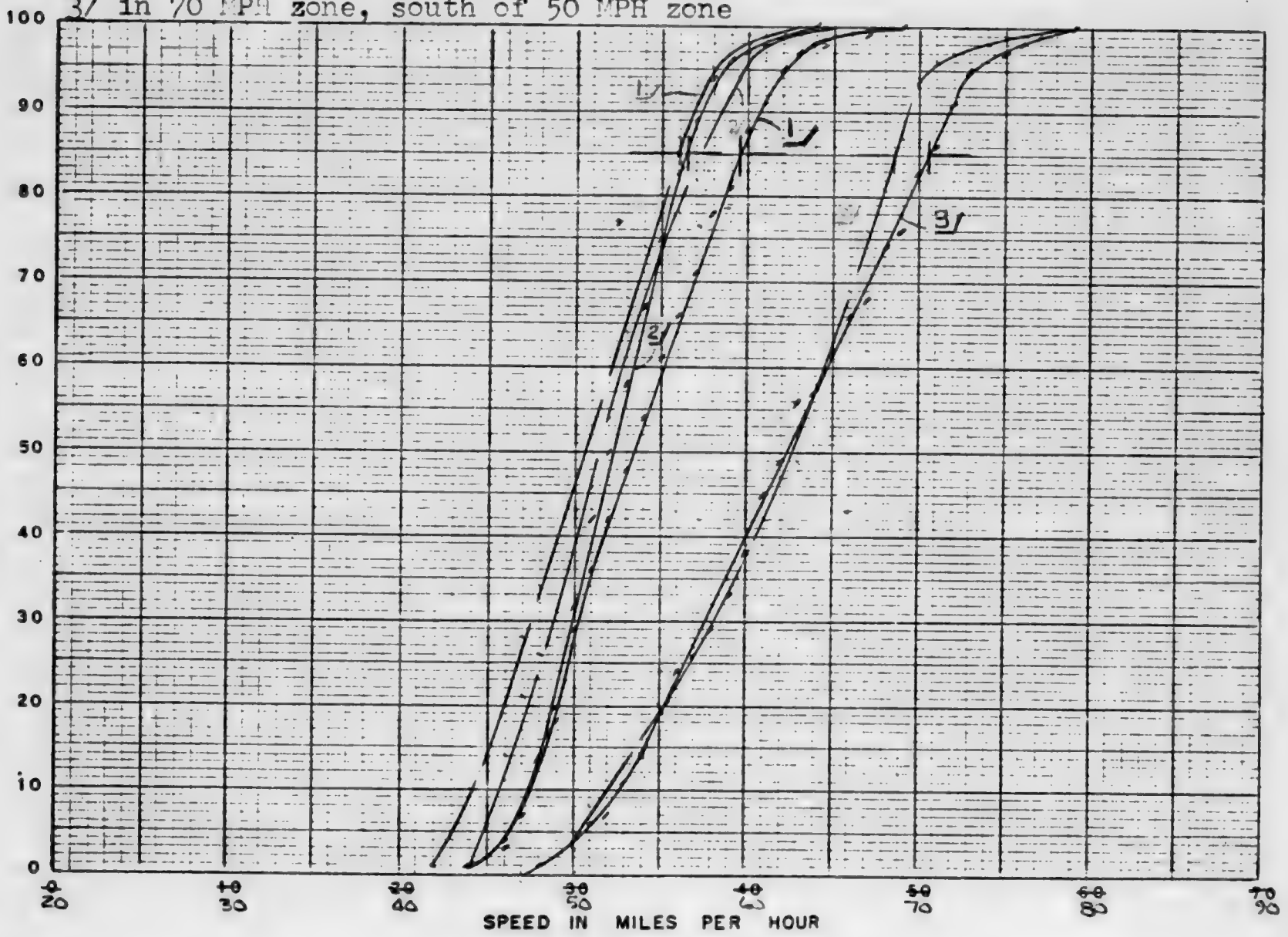
MILE POST 270 - 277 WEATHER CONDITION Cloudy & dry

GENERAL LOCATION Between Gervais NUMBER IN SAMPLE 600

Rd U-Xing and Fellers Rd O-Xing ——— North BOUND

——— — — — South BOUND

1/ In 50 MPH zone, some roadside activity
2/ In 50 MPH zone, no roadside activity
3/ In 70 MPH zone, south of 50 MPH zone



ITEM	North BOUND			South BOUND		
	1/	2/	3/	1/	2/	3/
85% SPEED	59.50	56.50	70.50	56.00	57.50	68.50
PACE LIMITS						
% IN PACE	63.00	67.50	75.00	63.00	66.50	72.50
MAX. SPEED	69	64	79	63	65	78

Results of speed checks taken in May 1972

624-1084

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building, Salem, Oregon 97310

August 24, 1972

Andersen, Hannan, Rogers, Matich
P. O. Box 215
Aurora, Oregon

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Dear Sirs:

Hubbard Int.-Woodburn Int.
Pacific Highway

The Oregon State Highway Bridge Section has reviewed your second proposal for temporary support of the precast box sections to be installed over I-5 at Crosby Rd., Broadacres Rd., and Donald Rd.

This proposal is basically a more detailed version of the first proposal and is considered similarly unsatisfactory. Contract plans call for driven pile supports which would provide good lateral stability and little or no vertical settlement. The substitution of a single row of braced posts standing on a timber pad would be substantially inferior in both respects.

Most of the box sections will have to be moved sideways into final position to fit over tie bars protruding from the last previously placed box. Because the box sections are bolted together as they are placed, any correction of elevation required as a result of settlement would require raising all ten boxes at once (311 tons).

The contract construction sequence requires that the box sections be supported on falsework over Interstate traffic for at least 14 days. Minimum opportunity for settlement and minimum exposure of the public to any hazard is our objective during this time period.

In view of these considerations we will not allow any reduction in the requirements shown in the plans. Even with the driven piling some jacking may be necessary to bring the boxes to the correct grade and you should provide for this in the design of your falsework.

Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

cc: A. E. Johnson
W. Hart, B. Johnson
W. Mueller

I-5

Box 300
Salem OR 97308

August 22, 1972

10-35-DB/INQ 215

NOTED BY
F. L. HALL

1
2 aag
3 T
4 lsw
VT

DIVISION
SECTION

NOTED
L. K. WATSON

Mr. Dale Sims
3211 Bluff Avenue SE
Salem, Oregon 97302

Dear Mr. Sims:

Subject: Oregon Project I-5-5(52)274
Hubbard-Woodburn Section
Pacific Highway

Your August 17, 1972 letter concerning the 50 mile per hour construction speed limit on the Hubbard to Woodburn section has been received and carefully evaluated.

The project in question being on the Interstate system is in part Federally-funded. Under governing procedures, the Oregon State Highway Department is responsible for administration of the construction contract. This office has certain approval actions and works closely with the State in design and construction of such projects.

This office and the State Highway Department are very much concerned with traffic and construction safety. Consequently in design and development of the Hubbard-Woodburn section careful consideration was given to methods of reducing the possibility of traffic conflicts and resulting accidents during construction operations. The 50 MPH speed limit through areas of conflict was considered desirable and was established by State Highway Commission action prior to advertisement of the contract.

This office is also familiar with the Interstate project between Halsey Interchange and Lane County Line. There is considerable difference between the construction involved in these two projects. All work on the Halsey project is conducted outside the shoulder areas except the pavement overlay. The Hubbard to Woodburn project involves complete reconstruction including

(more)

removal and replacement of structures, widening of the existing traffic lanes, and removal of the existing shoulders. This operation presents considerable danger to construction workmen, State employees, and the travelling public. Moreover, the Hubbard to Woodburn section carries considerably more traffic than the Halsey-Lane County Line section.

Patrolling of the construction speed zones by the State Police is an enormous task. However, patrolling is being accomplished within available means and citations are being issued accordingly.

Possibly you are not aware that only areas where through traffic and construction activity conflict are signed for the reduced 50 MPH speed. Other areas are still governed by the 70 MPH speed. During periods of nonwork the 50 MPH signs are covered or turned away from traffic and the 70 MPH limit is in effect.

Representatives of the State Highway Department and this office make frequent inspections of the project and continually evaluate the traffic handling procedures and safety aspects of the construction work as it progresses. Your comments and suggestions will be carefully considered and incorporated in traffic handling matters on this project as judgment dictates. I will assure you traffic handling operations on this project were formulated and will be enforced based on providing as much safety and as little inconvenience to the travelling public as possible.

Your interest in this important highway matter is appreciated. I am sure the inconvenience experienced during construction will be worthwhile upon completion of this six-lane section of freeway.

Sincerely yours,

Original Signed By
G. L. GREEN
Acting Division Engineer

G. L. Green
Acting Division Engineer

cc:
Region (10-00.34) w/encl.
OSHD (F Hall)w/encl.
OSHD (C Keasey) w/encl.
OSHD (J B Boyd) w/encl.

OREGON MERCHANDISERS
INVENTORY ADJUSTERS · MERCHANDISE CONSULTANTS — STOCK RE TIONS
124 W. BROADWAY
EUGENE, OREGON
PHONE DI 4-5119

3211 Bluff Ave., S. E., Salem, Oregon 97302. 581-5680

Act	Inf		
		Div Eng	
		Eng Coord	
		Dist A	
		Dist B	
		Bridge	
		Planning	
		Rt of Way	
		Admin Mgr	
		File	

August 17, 1972

Federal Highway Administration
Department of Transportation
477 Cottage St., N.E.,
Salem, Oregon.

(Please forward to proper authorities.)

Gentlemen:

I would like to protest the 50 mile speed limit zoning of Interstate - 5 undergoing widening, north of the Woodburn interchange for approximately nine miles.

I have travelled this strip of highway dozens of times in the past two months. I have yet to observe anything at anytime day or night, early or late, that could possibly justify reducing speed limits from 70 to 50 miles an hour. Most of the work being done is far off the travelled roadway, or on overpasses that have completely adequate 70 mile an hour detours. The most that is needed is an occasional flagman, but to attempt slowing down this massive flow of traffic to this degree is not only ridiculous but dangerous.

Although I have counted about 75 signs pointing out the "50 mile speed limit" I have yet to see anyone, I repeat, anyone going at that speed. It is perfectly obvious to one and all that it is stupidity to reduce speed to 50 miles an hour for that long nine mile stretch. Rarely have I seen State Police issuing citations in this area - but, when they do they are being most discriminatory because for everyone cited, thousands are doing the same thing and going un-cited. Recently I was in a long line of cars, jammed tight becasue of the slowdown in both lanes, travelling 63 miles an hour. We passed an officer with his radar control mechanism in operation, but he stopped none of this group of approximately 50 cars. I'm sure he could not figure out who to stop, and it must have been just as obvious to him that there was absolutely no reason for this unjust speed reduction.

By sharp contrast, south of Albany for about a ten mile stretch near the Halsey and Harrisburg interchanges on Interstate - 5 there is just as much heavy construction beingdone. However, there is no general reduction in speed limits, but, is entirely controlled by flag-men and occasional local signs when and where needed. This is exactly as it should be in the area north of Woodburn. If contractors are to blame for this, they should told to remove these 50 mile limit signs.

CEIVED
G 2 1972
ON DIVISION

I respectfully request an immediate investigation of this matter and that some action be taken at once. Thank you.

Sincerely yours,
Dale Sims

Form A-168—5M

76.93.C

G-17

S

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Hubbard Intchge. - Woodburn Intchge. Date Aug. 18, 1972

Highway Pacific Contract No. 7693

County Marion & Clackamas Prefix 624-1084

Contractor Andersen-Hannan, Rogers & Matich F. A. Project No. I-5-5 (52) 274

Address P. O. Box 13367, Portland, Ore. 97213 Price Agreement No. 14

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Install Traffic Markers

Locations by station numbers: Entire Project

Names of pay items, estimated quantities and agreed prices:

Type I Monodirectional Crystals, 5,000 each @ $2.76/each $13,800.00

Type 2 White Markers, 25,000 each @ $0.88/each 22,000.00

TOTAL $35,800.00

Specifications, basis of measurement and other provisions: As per the attached specifications and Drawing No. SD-827. Also Standard Specifications for Highway Construction, issue of 1970 and Special Provisions for this contract are to apply. Basis of measurement will be by each.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization . . . . . $ 11,428,752.38

Present estimate of project cost, including $ 35,800.00 for work under this order $ 11,428,752.38

Expected under-run / over-run (amount) . . . . . $ 0.00

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: Bobby W. Johnson
Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: [illegible]
Construction Engineer or Federal Highway Administration Engineer

Signed [illegible]
Contractor
Andersen-Hannan, Rogers & Matich

Approved: [illegible]
Asst. State Hwy. Construction Engineer

SP*68758-734

J. K.

Hubbard Int.-Woodburn Section

PAVEMENT MARKERS

Description

Scope:

This work shall consist of the furnishing and affixing by means of epoxy adhesive, pavement markers to the pavement. The markers shall be placed in close conformity in the patterns indicated on the plans or as designated by the engineer.

Material

Pavement Markers:

Type I - Reflectorized

A. General: Reflective pavement markers shall consist of a prismatic reflector lens set in a plastic shell. The shell shall be filled with an inert material to support the shell under load. The marker shall have one prismatic reflective face as required to reflect incident light from a single direction.

The prismatic reflector shall substantially cover the beveled face of the marker (approximately 3 square inches). The plastic shell shall be 4 inches square and shall be white or clear.

B. Material: The plastic shell shall be fabricated from methyl methacrylate or suitably compounded acrylonitrile butadiene styrene (ABS). The prismatic reflector lens material shall be methyl methacrylate.

The filler material shall be a mixture of an inert thermosetting compound and filler material capable of forming a satisfactory bond with the marker shell.

C. Fabrication: The shell of the marker shall be smooth and free from surface irregularities, except for a small indentification markings. Lines of joining and fusion of the shell shall be tight, structurally sound and permanent with no surface irregularities. The filler material and thermo-setting compound shall have a rough textured base which will be flat and free from gloss or substances which may reduce the bond between the marker and application adhesive.

D. Strength Requirements: A random sample of three markers shall be selected for local testing as applied in the following manner:

The marker shall be centered, base down over the open end of a vertically positioned hollow metal cylinder. The cylinder shall be 1 inch high with an internal diameter of 3 inches and a wall thickness of 1/4 inch. A load necessary to break the marker shall be applied at a speed of 0.2-inch per minute to the top marker through a 1-inch diameter solid metal cylinder centered on the top of the marker. Failure shall consist of either (1) breakage of significant deformation of the marker at a load of less than 2,000 pounds; or (2) significant delamination of the shell and the filler material regardless of the load required to break the marker.

Should any one of the three markers selected for strength testing fail to comply with the strength requirements of this specification, six additional samples will be tested. The failure of any one of these six samples shall be cause for the rejection of the entire lot or shipment represented by the samples.

E. Optical Performance: The specific intensity of each reflective surface, when tested at a 0.2-degree angle of divergence, shall not be less than the following specified values:

	Specific Intensity Clear
0° Incidence Angle	3.0
20° Incidence Angle	1.2

NOTE:

1. Angle of Incidence. The angle formed by a ray from the light source to the marker, and the normal to the leading edge of the marker face in the horizontal plane.

2. Angle of Divergence. The angle formed by a ray from the light source to the marker, and the returned ray from the marker to the measuring receptor.

3. Specific Intensity. The mean candle power of the reflected light at a given incidence and divergence angle for each foot candle at the reflector on a plane perpendicular to the incident light.

4. Test Method. The markers to be tested shall be located with the center of the reflecting face at a distance of 5 feet from a uniformly bright light source having an effective diameter of 0.2-inch. The photocell receptor width shall be 0.05-inch and shall be chielded to eliminate stray light. The distance from the center of the light source aperture to the center of the photocell shall be 0.21-inch. If a test distnace of other than 5 feet is used, the source and receptor shall be modified in the same proportion as the test distance.

Fifty samples out of each lot or shipment shall be submitted for testing. Not less than 48 out of each sample shall pass all tests. When less than 48 but more than 44 pass all tests a resample will be allowed at the request of the contractor. When less than 45 markers from the original sample pass all tests, the lot or shipment represented by these samples will be rejected and no resample will be allowed.

Type II - Non-reflectorized

A. General: The non-reflectorized TYPE II marker shall be either the Ceramic type of Polyester Binder type. The marker shall have the force of a single based spheroidal segment. The marker shall be 4±0.1 inch diameter at the base, 0.69±0.06 inch high at the center. The top surface of the marker shall be convex and the radius of curvation shall be between 3½ inches and 6 inches, except that the radius of the ½ inch nearest the edge may be less. Any change in curvation shall be gradual. The top and sides shall be smooth and free of mold marks, pits, indentations or other objectionable marks or discolorations. The base of the marker shall be flat (the deviation from a flat surface shall not exceed ±0.05 inch) and shall have a coarse textered base, free of gloss, glaze or substance which will reduce its bond to the adhesive.

B. Polyester Type: The polyester marker shall consist of a polyester resin binder, an inert inorganic filler material, and the required colorant pigments. The marker shall not contain glass.

The markers shall meet the following requirements:

1. Weight: The weight shall be a minimum of 125 grams.

2. Brightness: The brightness shall be a minimum of 80% when measured in conformance with ASTM Designation E 97 using a brightness standard of 75%.

3. Color: The color shall be white and shall have a maximum yellowness index of 0.07 when measured in conformance with ASTM Designation E 313.

4. Impact Test: The marker shall withstand an impact by a one-pound steel ball dropped from a height of 15 inches (free fall) onto the marker, when supported by but not bonded to a steel base plate.

5. Titanium Dioxide Content: The titanium dioxide content shall be a maximum of 21% when measured in conformance with Federal Specification TT-P-00442, Types II, III or IV.

6. Polyester Content: The polyester content shall be a minimum of 20% by weight as determined by ashing and igniting representative portions of the marker.

C. Ceramic Type: The ceramic marker shall consist of a heat-fired, white, vitreous ceramic base and a heat-fired, opaque, glazed surface to produce properties in this specification. The glaze surface shall not be present on the base of the marker. The marker shall be thoroughly and evenly matured and free from defects affecting appearance or serviceability.

The markers shall meet the following requirement:

1. Glaze Thickness: The thickness of the glazed surface shall have a minimum thickness of 0.005 inch when measured not closer than 1/4 inch from the edge of the marker.

2. Water absorption: The water absorption of the ceramic marker shall not exceed 2% of the original dry weight when tested in conformance with ASTM Designation C 373.

3. Autoclave Test: The glazed surface of the marker shall not craze, spall or peel when subjected to one cycle of the autoclave when tested at 250 psi in conformance with ASTM Designation 424.

4. Strength Requirements: The sample of markers shall be subjected to the compressive load test. The average compressive strength of the samples shall not be less than 1500 pounds and no individual marker shall have a compressive strength less than 1200 pounds.

   The marker shall be centered, base down, over the open end of a vertically positioned hollow metal cylinder. The cylinder shall be one inch high, with an internal diameter of 3 inches and a wall thickness of 1/4 inch. A load necessary to break the marker shall be applied at a speed of 0.2 inch per minute to the top of the marker through a one inch diameter solid metal cylinder centered on the top of the marker.

D. Sampling and Tolerance: Pavement markers shall conform to the following sampling and tolerance requirements:

1. Sampling: Twenty markers selected at random will constitute a representative sample for each lot consisting of 10,000 markers or less. Thirty markers will constitute a representative sample for lots consisting of more than 10,000 markers. A resample will consist of twice as many markers as originally sampled. The lot size shall exceed 25,000 markers.

2. Tolerance: a) At least 90 percent of the original sampling of each lot of markers shall pass all tests except as noted in b) below. When less than 90 percent but more than 70 percent pass all tests, a resample of that lot will be allowed at the request of the Contractor. When less than 70 percent of the markers from the original sample comply with the requirements, the lot represented by the samples will be rejected and no resample will be allowed. Tolerances for resample shall be in the same ratio as specified above.

   b) Should any one of three specimens randomly selected for strength, water absorption (Ceramic markers only) or autoclave (Ceramic markers only), fail to comply with the requirements of this specification, six additional specimens will be tested. The failure of any one of these six specimens shall be cause for rejection of the entire lot or shipment represented by the sample.

Adhesive:

A. Description. Adhesive shall be furnished as two components. The components shall consist of a white A epoxy component and a black B curing agent component, each packaged separately. The mixing ratio of Component A to Component B shall be one to one by volume. No volatile solvents or thinners shall be present in the epoxy adhesives. The adhesive is described as rapid set type.

B. Requirements. Rapid set type adhesive shall have the following properties:

1. Pot Life. The pot life for rapid set type shall be of a minimum of 5 minutes.

   a) Condition both A and B components to 77°± 2°F.
   b) Stir the separate components vigorously to redisperse settled material.

c) Measure components in a ratio of one 2-ounce paper cup of Component A to one 2-ounce paper cup of Component B into an 8-ounce paper cup. The 2-ounce paper cup shall have a 2" ± 1/4 inch diameter base.

d) Start stopwatch immediately and mix components for 60 seconds using a wooden tongue depressor.

e) Place the sample at 77°± 2°F on a wooden bench top free of excessive drafts.

f) Probe mixture once every 30 seconds with the tongue depressor, starting two minutes from the time of mixing.

g) The time at which a soft stringy mass forms in the center of the cup is the pot life.

2. Shear Strength. When tested as follows, the shear strength for rapid set type adhesive shall be not less than 1000 psi for dry test or 700 psi after water soak.

a) Diagonal concrete mortar blocks shall be molded to have a square base with 2 inch sides and having one diagonal face 2" by 4" starting about 3/4 inch above base.

b) The blocks are made from the following composition:

Ottawa sand, ASTM-C109	30.1 lbs.
Portland cement, Type II	12.1 lbs.
Water	4.8 lbs.

c) Epoxy shall be mixed as described in paragraph (1) above in quantities required for this test. The mixed adhesive shall be applied to each diagonal surface of the block to be joined. The diagonal surface of the blocks shall be pressed together by hand and the excess adhesive removed.

d) Align the blocks so that the ends and sides are square and form a block 2" x 2" x 5". Use blocks of wood or metal against each 2" x 2" end to keep diagonal faces from slipping until epoxy hardens.

e) After a cure time of 24 hours at 77°± 2°F, apply a suitable capping compound to each 2" x 2" end and test by applying a compression load with a Universal Test Machine at the rate of 5000 lbs/min. until failure.

f) Shear strength is the maximum load at failure divided by the area of the block (4 sq. in.).

g) For wet shear strength, bond another set of blocks together as described above. Cure 24 hours at 77° ± 2°F, then soak in water for seven days at 77° ± 2°F and immediately test as described in (2)e.

3. Viscosity. The viscosity of each component when measured in a 3/4 filled standard round quart paint can shall be between 0.8 x 10^5 to 1.3 x 10^5 centipoises for rapid set type adhesive. Viscosity will be tested as follows:

Stir the components vigorously for 30 seconds with a spatula. Remove entrained air by vigorous tamping and measured viscosity within 10 minutes after stirring. Use a Brookfield Viscometer, Model RVT at 5.0 RPM with a Model C Brookfield Helipath Stand and Helipath TE Spindle. Use weight included in spindle set. Component and ambient temperature is to be 77° ± 3°F at the time of measurement. Readings shall be taken as approximately the center of the vertical travel of the spindle.

4. Shear Ratio. The shear ratio is -

$$\frac{\text{Viscosity at 0.5 RPM}}{\text{Viscosity at 2.5 RPM}}$$

This ratio shall be 1.8 minimum for rapid set type adhesive. The above viscosity shall be taken at the same time and conditions as in Section 3.

5. Composition.

Rapid Set Type

Component A	Parts by Weight
Epoxy Resin[1]	100.00
Hydrogenated Castor Oil	4.80
Titantium Dioxide TT-P-442, Type III or IV	3.00
Silicone Anti-Foam Type Q	0.01
Component B	
High Functionality Polymercaptan Hardener[3]	60.00
2,4,6-Tri (Dimethyleminomethyl) phenol[4]	7.00
Alkyl Substituted Polynuclear Aromatic Oil[5]	14.65
2-Ethyl Hexanoic Acid[6]	0.15
Carbon Black TT-P-343, Form 1, Class B	0.05
Hydrogenated Castor Oil[2]	1.25
Silicone Anti-Foam Type Q	0.01
Talc[7]	46.88

[1]Di glycidyl ether of bisphenol A, viscosity, 100-160 poise at 25° C.; epoxide equivalent 180-200. Color, Gardner 1933, 3 max. No reactive diluent shall be used.

[2]Chemically modified hydroxy ester of glycerol tris hydroxy stearate.

Acid value	3 maximum
Melting point	127°C.-137°C.
Iodine value (Wijs)	
Hydroxyl value	
Particle size, % passing U.S. No. 200 sieve	

[3]Liquid polymercaptan resin, viscosity 100-130 poise at 25°C.; specific gravity 1.14-1.16; mercaptan value, 3.6 meq/gram. Color, Gardner 1933,1.

[4]Formula weight 265; specific gravity at 25° C./25°C., 0.973; refractive index 1.514 at 25°C,; distillation range 96% at 130°C., to 160°C. (0.5 - 1.5 mm.); flash point, Tag open cup, 300° F. minimum; water content 0.06% maximum.

[5]High voiling, alkyl substituted polynuclear aromatic oil. Weight per gallon at 77°F., 9.00-9.15; flash point, F., Pensky Martens closed cup (ASTM E 134), 350-390; viscosity SU at 100°F., 90-120; mixed aniline point (ASTM D 1012), °F., 72 maximum; color, Gardner, 1933, 12 maximum; viscosity, Gardner-Holt at 77°F., A-C. Percent aromatic 95 minimum.

Distillation Range

Percent Distilled	°F.
IBP	580 min.
5	610-640
10	620-660
50	650-700
90	680-740

[6]Practical Grade, B. P., 112-114° C., 8mm.

[7]Percent passing U.S. No. 325 sieve, 94-96; maximum particle size, 70 microns; oil absorption (Gardner-Colman), 6-7 ml. per 20 grams; fineness in oil (Hegman) 1-2; specific surface, 0.5-0.6 square meter per gram; consistency (40% suspension in linseed oil), 55-60 KU.

NOTES ON FORMULATING RAPID SET TYPE:

1. Due to the variable density of the aromatic oil in Item 5, the weight of oil used in Component B must bulk no more than 1.65 gallons per 60 pounds of polymercaptan hardner.

2. Hydrogenated castor oil in Item 2 of Component A and B requires a temperature of at least 160°F. for maximum effectiveness.

3. Components A and B will produce low pounds per gallon due to entrapped air, unless they are de-aerated with high vacuum at a temperature of about 160° F.

Packaging and Labeling of Adhesives. Each adhesive component shall be packaged in containers not larger than 5 gallons in volume. The containers shall be new steel, not less than 24 gauge and shall otherwise meet Interstate Commerce shipping standards. Each container shall be clearly labeled with the State Specification designation (Component A or B) rapid set type, manufacturer's name, date of manufacture, batch number (a batch shall consist of a single charge of all components in a mixing chamber), directions for mixing, and the following warning:

CAUTION

This material will cause severe dermatitis if it is allowed to come in contact with the skin or eyes. Use gloves and protective creams on the hands. Should this material contact the skin, wash throughly with soap and water. Do not attempt to remove this material from the skin with solvents. If any gets in the eyes, flush for 10 minutes with water and secure immediate medical attention.

CONSTRUCTION

General:

Reflective and non-reflective markers shall be installed as shown on the plans. Reflectorized markers shall be placed so that future painting, if required, will not cover the marker.

Surface Preparation:

The portion of the highway surface to which the marker is affixed by adhesive shall be free of dirt, curing compound, paint, grease, oil, moisture, loose or unsound layers and any other material which would adversely affect the bond of the adhesive.

Cleaning shall be accomplished by one of the following methods:

A. The pavement surface shall be sandblasted for a sufficient length of time to remove all surface contaminents but not so long as to expose buried aggregate. A blast of clean air shall be used to insure removal of all loose particles from the surface.

B. The permanent surface shall be cleaned with a pavement grinder. The area cleaned shall not exceed 5 inches wide by 6 inches long, nor shall it be deeper than 1/8 inch below the surrounding pavement. A blast of clean air shall be used to insure removal of all loose particles from the surface.

The surface shall be dry. Markers shall not be placed on pavement surfaces where visible moisture is present.

Alignment:

All markers shall be installed to a line established by the Engineer, which will consist of either:

A. Control points at 200 foot intervals on tangent and at 50 foot intervals at curves; or

B. A temporary painted line.

One new painted line or line of points will be established for each direction of traffic on a divided highway.. All additional work necessary to establsih satisfactory lines for markers shall be performed by the Contractor, including correction of minor irregularities in the line established by the Engineer.

Markers shall not be installed straddling a joint or crack in the pavement. Alignment of a full pattern of markers may be adjusted away from existing lane line to avoid installation of markers straddled across the longitudinal construction joint or crack. For any such deviation in the line of pavement markers, a gradual taper of pleasing appearance shall be constructed. Spacing between the markers may be adjusted to avoid installation of the markers straddled across a crack or joint; however, in this instance, the alignment shall be maintained.

Installation:

Pavement markers will be maintained at a minimum temperature of 70° F. Markers may be raised to higher temperature to reduce the set-up time of the adhesive. However, the temperature for reflective markers, Type I, shall not exceed a maximum of 100° F. Adhesive shall be maintained at a temperature of 60° to 85° F. before use and during application. The ambient air temperature during application shall be 65 F. or higher and the relative humidity shall not exceed 80%.

Immediately prior to mixing, each component (Package A and B) shall be thoroughly redispersed by stirring. Any material that cannot be readily redispersed shall be rejected. After redispersement, one volume from Package A shall be mixed with one volume from Package B until a uniform gray color without visible streaks of white or black is obtained.

The adhesive requires that the mixing operation and placing of the markers be done rapidly. The components of rapid set type adhesive shall be mixed by a 2-compound type automatic mixing and extrusion apparatus and shall be placed within 60 seconds after the adhesive has been mixed and extruded.

The mixing equipment for the epoxy adhesive shall properly meter the two components in a 1:1 ratio ± 5% by volume of either component. At the beginning of each day and at any other time ordered by the Engineer, the ratio shall be checked by the Contractor in the presence of the Engineer. This check shall be made by disconnecting the mixing head or using suitable by-pass valves, and filling two suitable containers with the unmixed components. The mixing head shall properly mix the two components so that there is no trace of white or black streaks in the mixed material.

The adhesive shall be placed uniformly on the cleaned pavement surface or on the bottom of the marker in a quantity sufficient to result in a complete coverage of the area of contact of the marker. No voids will be present and there shall be a slight excess of material after the marker has been pressed in place. The marker shall be placed in position and pressure applied until firm contact is made with the pavement. A small bead approximately 1/8 inch thick shall form around all edges and corners to insure visually that the marker is fully supported on a pad of adhesive. Excessive adhesive on the pavement, and adhesive on the exposed surfaces of the markers shall be immediately removed. The use of mineral spirits will be permitted for removing adhesive from the surfaces of non-reflective and reflective pavement markers. Cleaning shall effectively remove the adhesive so that no loss in the reflective characteristic will result.

The marker shall be protected against impact until the adhesive has hardened to the degree designated by the Engineer.

Hubbard Int.-Woodburn Section

Measurement

The quantity of pavement markers will be measured for payment on a unit basis by actual count of each type of marker furnished, installed, and accepted. Required pavement preparation, adhesive, slean-up, etc. are considered incidental to the work and no separate measurement thereof will be made.

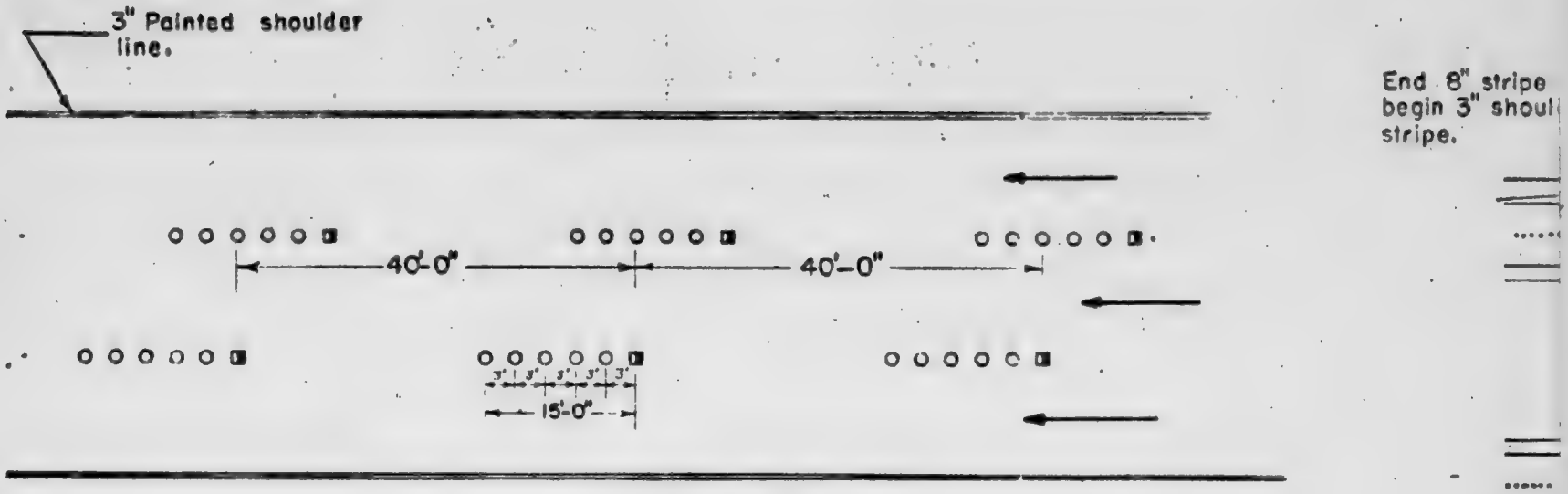
Payment

The unit pay quantities, determined as above provided, will be paid for at the applicable unit price per each for the pay items listed below, which price and payment shall be full compensation for furnished and placing all materials, performing pavement cleaning, including all labor, tools, equipment and incidentals necessary to complete the work prescribed in this specification.

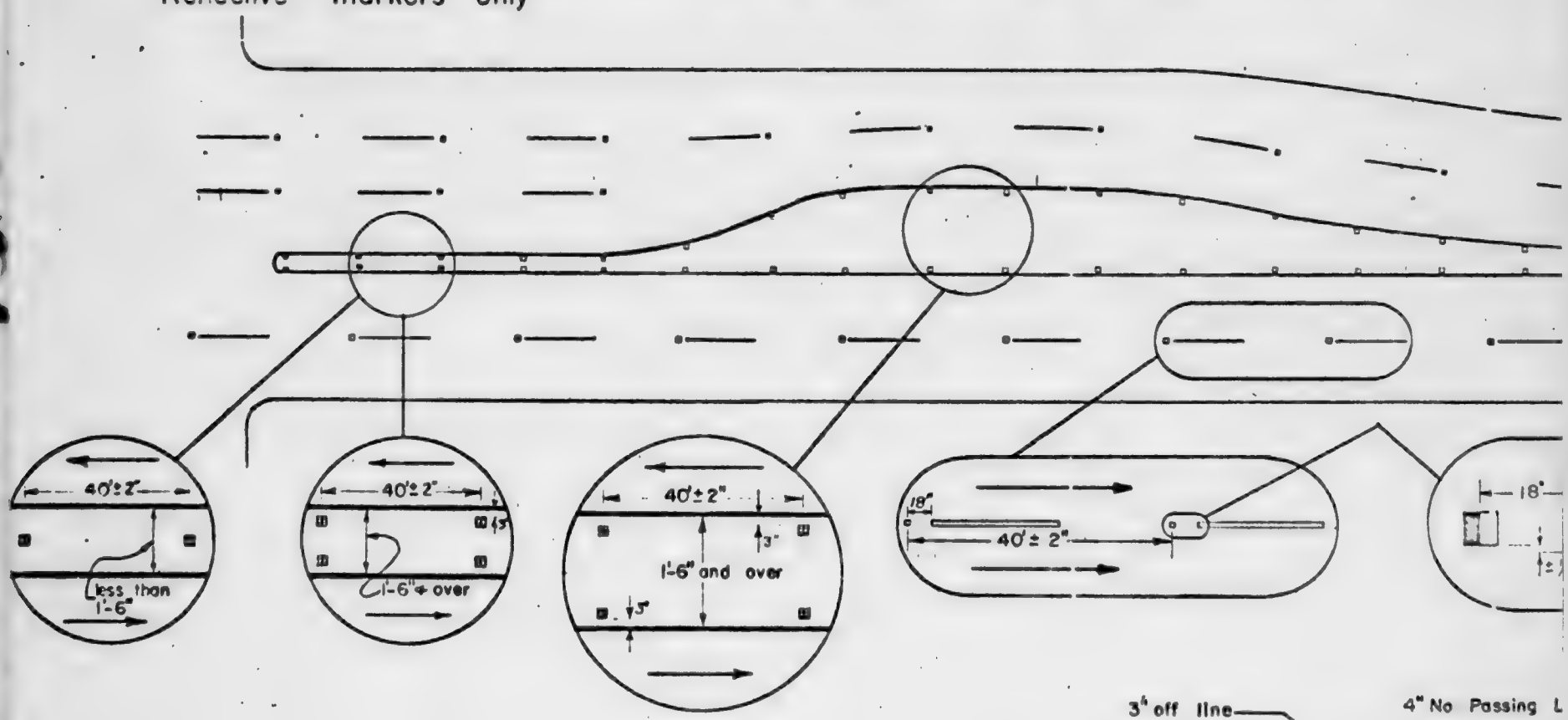
Pay Items:

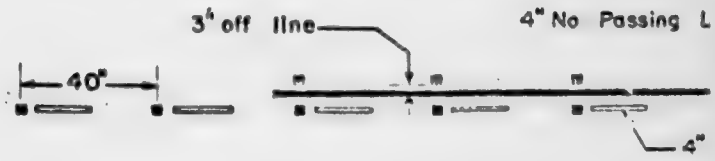
Mono-directional crystal Type I markers
White Type II markers

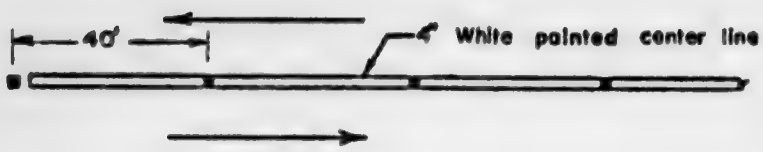
PAVEMENT MARKER LOCATIONS ON FREEWAY
Reflective and non-reflective markers



PAVEMENT MARKER LOCATIONS ON EXPRESSWAYS AND 2-LANE HIGHWAYS
Reflective markers only

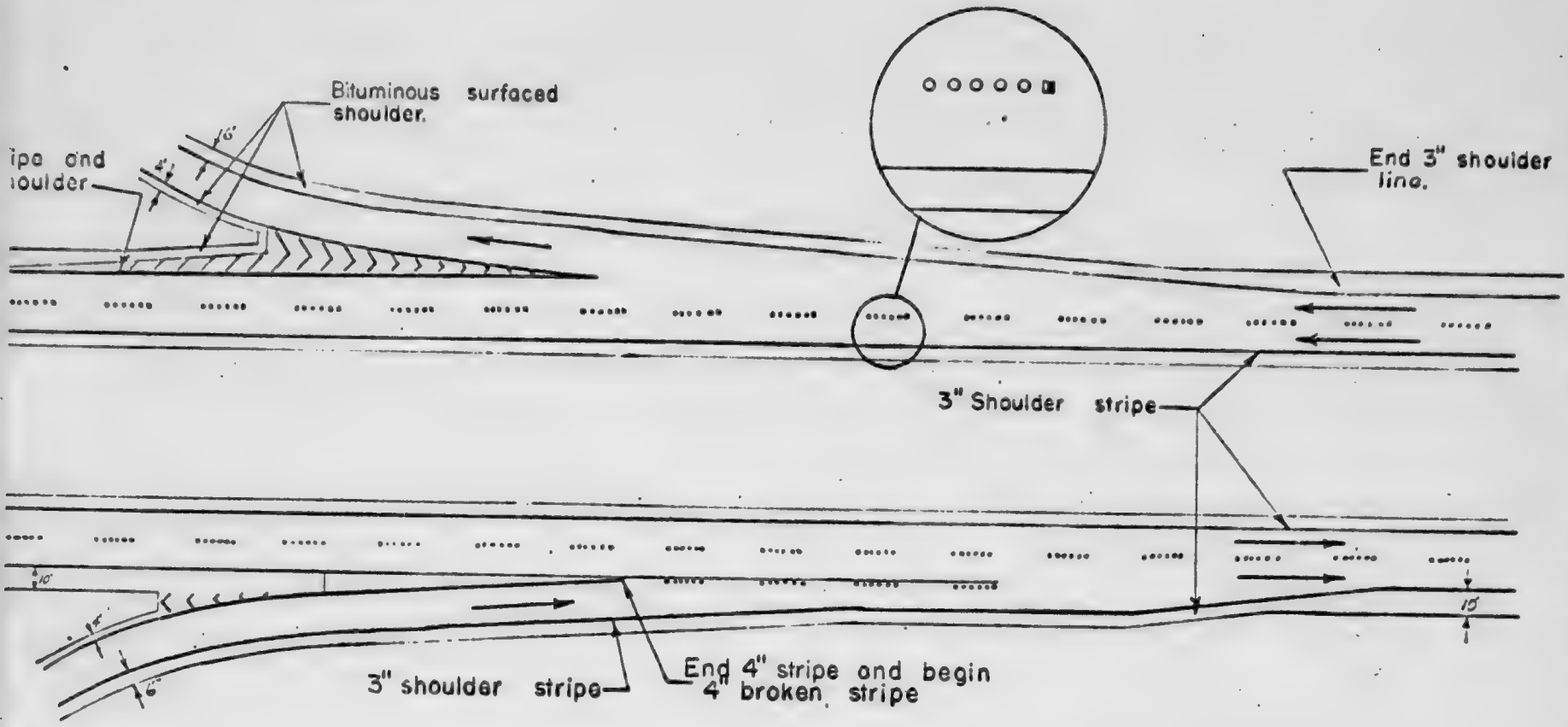


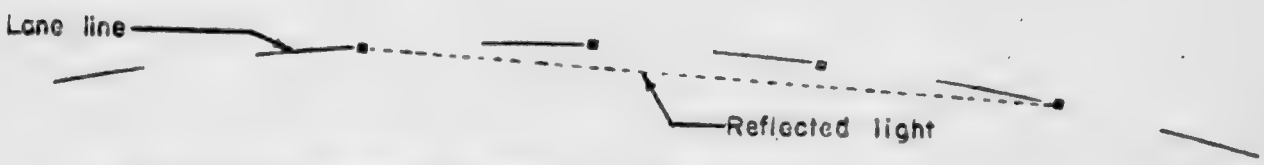




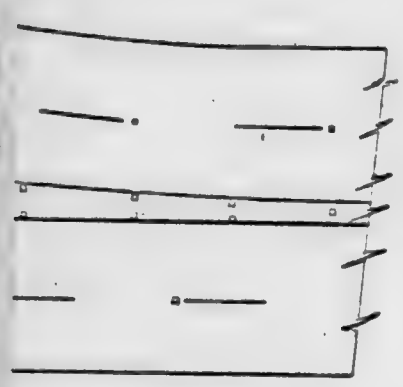
For the purposes of the installation of
eastbound or southbound when placing the
line paint cycle on a two lane, two way

'AYS AND EXPRESSWAYS



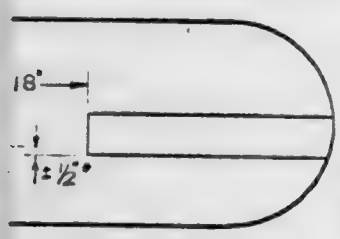


On one way sections the marker shall be installed with the reflective surface aimed to direct the reflected light back two markers.



TYPE I MARKER

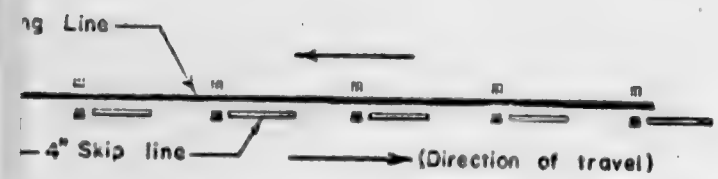
- Bi-Directional Crystal
- Mono-Directional Crystal (Button reflects to left in sketch)
- Bi-Directional Yellow



*This tolerance may be increased to avoid cracks or joints with approval of the engineer.

TYPE II MARKER

- Non-Reflectorized White
- White Traffic Line
- Yellow Traffic Line



of buttons, the direction of travel will be either the marker 18" off the beginning of the lane way highway.

⚠2 Removed Shoulder Markers

APPROVED: T. E. Conyers 7/27/70 DATE

⚠ Revised Shoulder Markers.

APPROVED: T. E. Conyers 7/20/70 DATE

APPROVED: [illegible] STATE HIGHWAY ENGINEER 6/24/70 DATE

APPROVED: [illegible] TRAFFIC ENGINEER 6/23/70 DATE

OREGON STATE HWY. DEPT.
SIGN DIVISION

PAVEMENT MARKER INSTALLATION

DATE	SCALE	DRAWING NUMBER
6-8-70	NONE	SD-827

RECEIVED
FORM E-20-X 12-67

FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1972

1693

To: D. H. Moehring
Right of Way Engineer

SUBJECT: Crosby Road Drainage
Hubbard Interchange-Woodburn Section
Pacific Highway
Contract No. 7693

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a request from G. W. Wimer for a drainage easement in the vicinity of Crosby Road on the subject contract project.

After discussing this with Mr. Wimer, I have indicated the easement to be located separate from but contiguous to the county road due to the depth of the ditch, the fairly steep (2:1) side slopes, and the fact that the county road has only a 40-foot right of way. The easement then should be 40 feet in width for its entire length from where it leaves our borrow area to the creek channel at its lower terminus.

The proposed alignment indicated on the attached sketch map will keep the ditch entirely off the county road.

Deed and map coverage, a sketch map of the proposed ditch and a typical section, together with copies of correspondence are attached for your information.

Please proceed as soon as possible with this acquisition.

CTK:fw
Enc.
cc: A. E. Johnson
G. W. Wimer
Bobby Johnson

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

624-1084

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1972

SUBJECT: Crosby Road Drainage
Hubbard Int.-Woodburn Section

To: C. T. Keasey
CONSTRUCTION ENGINEER

By July 6, 1972 letter you approved improvement of the drainage, left of Stations 1067-1078. For this purpose, attached are:

August 9, 1972 transmittal letter by Bobby Johnson
1 Sketch Map
2 Tax Assessor's Maps
1 Copy of Property Deed, Cost Summary, Typical Section on County Road

You will note that when the detailed survey was made, the ditch excavation quantity increased from the preliminary reconnaissance estimate. A portion of this is from utilizing 2-1 side slopes.

If you are still agreeable, a print of the sketch and x-section should be forwarded to H. S. Cox with a request that he secure approval from Marion County to utilize a portion of County Road 506. The sketch map and other deed information should also be forwarded to the R/W Description Section. Both should be requested to expedite their particular portions. This is because the required work should be performed before the rainy reason arrives.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Bobby Johnson

Routing
1 Keasey
2 Bond
Walker
Johnson

RECEIVED
AUG 11 1972
CONSTRUCTION SECTION

Form E-49—30M

TABULATION SHEET

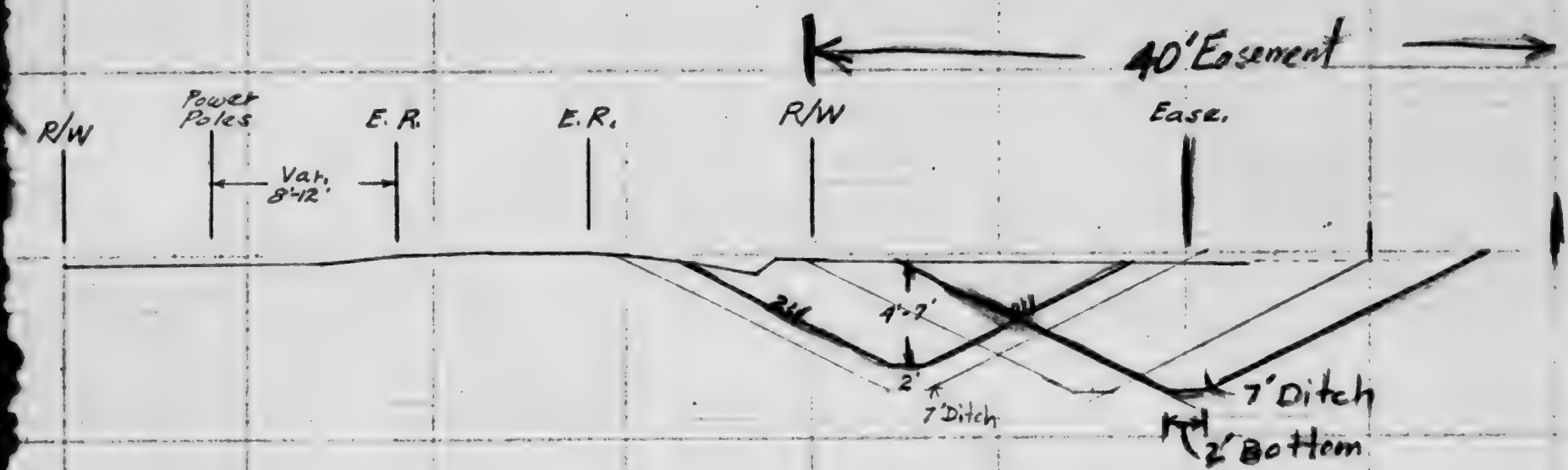
OREGON STATE HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

Hubbard Int. - Woodburn Int.
Pacific Highway I-5
Cont. No. 7623

Miscellaneous Drainage Revision Sta 1067 to 1078

	Add'l.	Within	R/W					
	Item #	6	Ditch Exc.	1230 C.Y.	@ $4.00 C.Y.	- - - -	4,920.00	
	Item #	11	Trench Exc.	386 C.Y.	@ $4.50 C.Y.	- - - -	1,737.00	
	Item #	35	24" Culv. Pipe	185 Lin. Ft.	@ $8.50 Lin. Ft.	- - -	1,572.50	
	Item #	43	15" Sew. Pipe	1050 Lin. Ft.	@ $8.00 Lin. Ft.	- - -	8,640.00	
	Item #	44	Pipe Under Pave.	33 Lin. Ft.	@ $5.00 Lin. Ft.	- - - -	190.00	
	Item #	53	Type C-2 & A Inlets	2 Each	@ $320.00 Each	- - - -	640.00	
			Outside R/W.					$ 19,699.50
	Item #	6	Ditch Exc.	2,600 C.Y.	@ $4.00 C.Y.	- - - -	10,400.00	
					Total Additional		28,099.50	
	Deletions							
	Item #31		8" Culv. Pipe	48 Lin. Ft.	@ $4.50 Lin. Ft.	- - -	216.00	
	Item #52		Type "B" Inlet	1 Each	@ $260.00 Each	- - -	260.00	
					Total Deletion		476.00	
					Net Increase		$ 27,623.50	



Hubbard Int. - Woodburn Int.
Pacific Highway I-5
Contract No. 7623

August 1972 B.D. Johnson
Scale 1"=10' Res. Engr.

Borrow Area

CO. RD. 506

140'
1060

1065

1070

D² 8+68.93

S 68°40'45" E 868.93

Fd. 1¼" I.P.

D² 0+00

S 68°40'45" E 551.7

20'

S & M Johnson
705-543

190' +50

E & M Johnson

WHITNEYS

PETMINA ACRES

Oregon State Highway DIVISION
Hubbard Int - Woodburn Int
Contract No. 7693

August 1972 — B. D. Johnson
Scale: 1" = 20' — Res. Engr.

PRELIMINARY NOTICE

YOU ARE HEREBY NOTIFIED THAT . . .

CONSTRUCTION LENDER or
Reputed Construction Lender, if any

FOLD HERE

OWNER or
or Reputed Owner
(on private work)

PUBLIC AGENCY
(on public work)

State of Oregon
Dept. of Highways
Salem, Oregon

FOLD HERE

ORIGINAL CONTRACTOR or
Reputed Contractor, if any

Cascade Construction Co.
Ft. of S. W. Abernathy
Portland, Oregon 97201

NOTED
FLOYD AHERN

MOBIL OIL CORP.
(name of person or firm furnishing labor, services, equipment or material)

612 So. Flower St.

Los Angeles, Cal., 90054
(address of person or firm furnishing labor, services, equipment or material)

has furnished or will furnish labor, services equipment or materials of the following general description:

PETROLEUM PRODUCTS AND
(general description of the labor, services, equipment or material furnished or to be furnished)
SERVICES

for the building, structure or other work of improvement

located at: Woodburn – Hubbard
(address or description of job site sufficient for identification)
Interchange Hyway #5

The name of the person or firm who contracted for the purchase of such labor, services, equipment or material is:

S. D. Spencer & Son

4614 N. E. 72nd Ave

Vancouver, Wash 98661
(address of above person or firm)

An estimate of the total price of the labor, services, equipment or materials furnished or to be furnished is:

$
(this must be furnished to construction lender—optional as to owner or contractor)

If bills are not paid in full for labor, services, equipment or materials furnished or to be furnished, the improved property may be subject to mechanic's liens.

Dated: 8-15-72

B. W. Higby
(signature) (title)
Division Wholesale Credit Department

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Intchge. - Woodburn Intchge. Date August 14, 1972

Highway Pacific Contract No. 7693

County Marion & Clackamas Prefix 624-1084

Contractor Andersen - Hannan, Rogers & Matich F. A. Project No. I-5-5 (52) 274

Address P. O. Box 13367, Portland, Oregon 97213 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Repair existing 60" culvert pipe by placing a 48" pipe inside at joint separations. Voids between the 60" culvert and the 48" pipe are to be grouted.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Inves | R/D | C/R | Spec | Act | File

Location by station numbers: Sta. 980+00

Estimate of quantities and cost:

Labor	$1,000.00
Equipment	600.00
Material	500.00
Contractor's % Allowance	399.50
	$2,499.50

cy: Al Johnson 10-17

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Three joints in the existing 60" culvert have pulled apart under the old fill, making this work necessary. Funds are available in contingencies.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $11,428,752.3

Present estimate of project cost, including $2,499.50 for work under this order $11,428,752.3

Expected under-run / over-run amount $0.00

Expected under-run / over-run per cent 0

Space to right and this block is for use of Salem Office

Submitted by: Bobby D. Johnson
Resident Engineer

Approval Recommended: Arnold O. Konert
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or

SP*23577-734

cc: Berg

RECEIVED
AUG 2[illegible] 1972

624-36

REGION 2 ENGINEER
RECEIVED
AUG 14 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

762

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 14, 1972

SUBJECT:

To: Mr. Maurice F. Spagle

From: Kerry J. Dayton
Asst. District Engineer

NOTED
A. E. JOHNSON

Contract Project

Please schedule minor maintenance patching southbound and northbound HI-5, Hubbard Interchange to Woodburn Interchange. This work should be completed this week.

This patch work should entail essentially sealing and smoothing pot holes. If you need additional men for flagmen, rakers, etc., part of the Newberg Crew will be available Wednesday morning.

KJD/mdc

cc: B. Boyd

Sent copy to A. E. Johnson

cc Bobby Johnson
Carroll Keasey

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Routing
1 K
Keasey
2 Bond
Walker
Johnsen
E
Evans
Glenn
Litchfield
Berg
RECEIVED
AUG 17 1972
CONSTRUCTION SECTION

RECEIVED
AUG 14 1972
FOR FILING

624-1084

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1972

NOTED
A. E. JOHNSON

To: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Drainage Problem
Woodburn Truck Scales
Hubbard Int.-Woodburn Sect.
Pacific Highway

Attached is an August 8, 1972 letter from Woodburn City Manager, Donald D. Stilwell, offering on behalf of the City of Woodburn and the Woodburn Senior Estates to cooperate with the Highway Division in improving the outfall drainage from the Pacific Highway in the vicinity of the Woodburn Truck Scales. They propose a total of $2,500; $1,250 immediately, and the balance by July 10, 1973.

This offer is a result of your attached July 10, 1972 letter. It is the recommendation of this office that the offer be accepted. It would seem that Mr. Stilwell's letter should suffice. However, should you deem otherwise, please make the necessary arrangements.

It would be my thought that we do everything possible to have this drainage installed this fall.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: H. S. Cox
Bobby Johnson

APPROVED
C. T. Keasey
Construction Engineer

cc: A. E. Johnson
Attached
8-16-72
Harwell will contact City and finalize some sort of agreement as proposed above. He will keep you advised and you may proceed accordingly.
C. T. Keasey

Routing

1 Keasey	RECEIVED	Pease	E
2 Bond		Glenn	
3 Walker	AUG 15 1972	Litchfield	
Johnson	CONSTRUCTION SECTION	Berg	

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

624-1084

OREGON STATE
HIGHWAY DIVISION

East Salem Hwy. Bldg., Salem, Oregon 97310

August 14, 1972

City of Woodburn
City Hall
Woodburn, Oregon

Attention: Don Stilwell, City Manager

Dear Don:

Drainage Problem
Woodburn Truck Scales
Hubbard Int.-Woodburn Sect.
Pacific Highway

Receipt is acknowledged of your August 8th letter offering on behalf of the City of Woodburn and the Woodburn Senior Estates to participate in a cooperative drainage project to improve the outfall for the drainage leaving the Pacific Hwy. in the vicinity of the present truck scales.

Your offer will be immediately submitted to our Construction Section and as quickly as their reply is received you will be advised further.

Thank you kindly for your early and favorable reply to my July 13th letter.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: George Brice, Jr.
C. T. Keasey
H. S. Cox

Routing
Keasey
Bond
Walker
Johnson
Peaso
Glenn
Litchfield
Berg

RECEIVED
AUG 15 1972
CONSTRUCTION SECTION

CITY OF
WOODBURN
550 N. FIRST STREET WOODBURN, OREGON 97071

REGION 2 ENGINEER
RECEIVED
AUG 10 1972
ULE GEO TA FILE

624-1084

8 August 1972

Mr. Gerald W. Wimer
Regional Construction Engineer
East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Wimer:

Thank you for your letter of 13 July 1972 indicating an interest in improving the drainage away from the Pacific Highway cross culvert at the Woodburn Truck Scale site.

Mr. Brice, of Woodburn Senior Estates, has authorized me to make an offer to the State Highway Division on his behalf and in conjunction with the City of Woodburn. The City of Woodburn and Woodburn Senior Estates are prepared to jointly participate in the aforementioned project in the amount of $2500. We propose a $1250. payment upon your acceptance with a second and final payment of $1250. by 10 July 1973.

Woodburn Senior Estates and the City of Woodburn will appreciate any consideration you are able to accord us in this matter.

Very truly yours,

Donald D. Stilwell

Donald D. Stilwell,
City Manager

DDS:rs
cc: Geo. Brice, Jr.

FORM E-20-X 12-67

7672

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1972

SUBJECT: Hubbard Interchange-Woodburn Section
Pacific Highway
R/W File 44350 - T. DeArmond

To: D. H. Moehring
Right of Way Engineer

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. Johnson

Attached is correspondence and a sketch map from G. W. Wimer indicating the need for additional right of way to accommodate surchange and counter-balance in the vicinity of Station 976+50 to 979+00.

Please prepare a new description and proceed with the necessary steps for acquisition of this parcel.

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Enc.
cc: A. E. Johnson
J. B. Boyd

(3)

FORM S-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

SUBJECT: R/W File #44350
T. DeArmond
Hubbard Int.-Woodburn Section

To: C. T. Keasey
CONSTRUCTION ENGINEER

A surcharge and counter balance is needed left of Station #976+50-979+00. This will necessitate additional R/W as shown on the attached sketch map.

Please arrange for a new description to be prepared and authorized.

By a copy of this letter Regional R/W Supervisor, Rod Henry is instructed to procure a permit of entry at his earliest opportunity.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

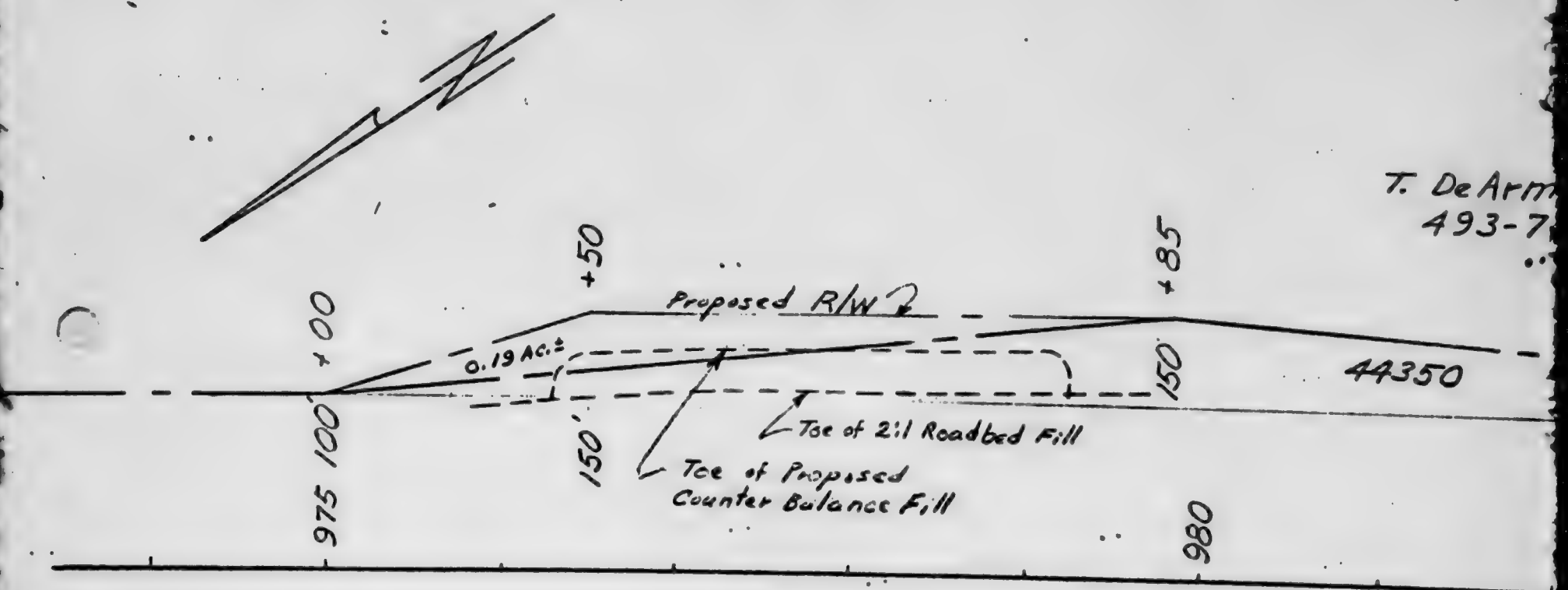
GWW/sr

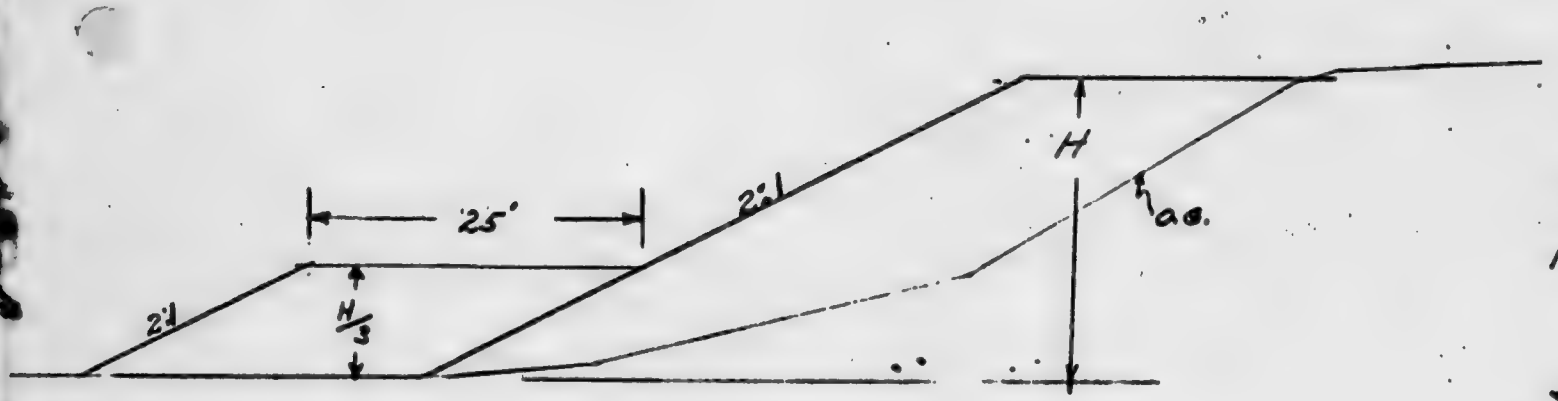
cc: Rod Henry w/attach's
Bobby Johnson

Veatch
Bond
Walker
Johnsen

RECEIVED
CONSTRUCTION SECTION

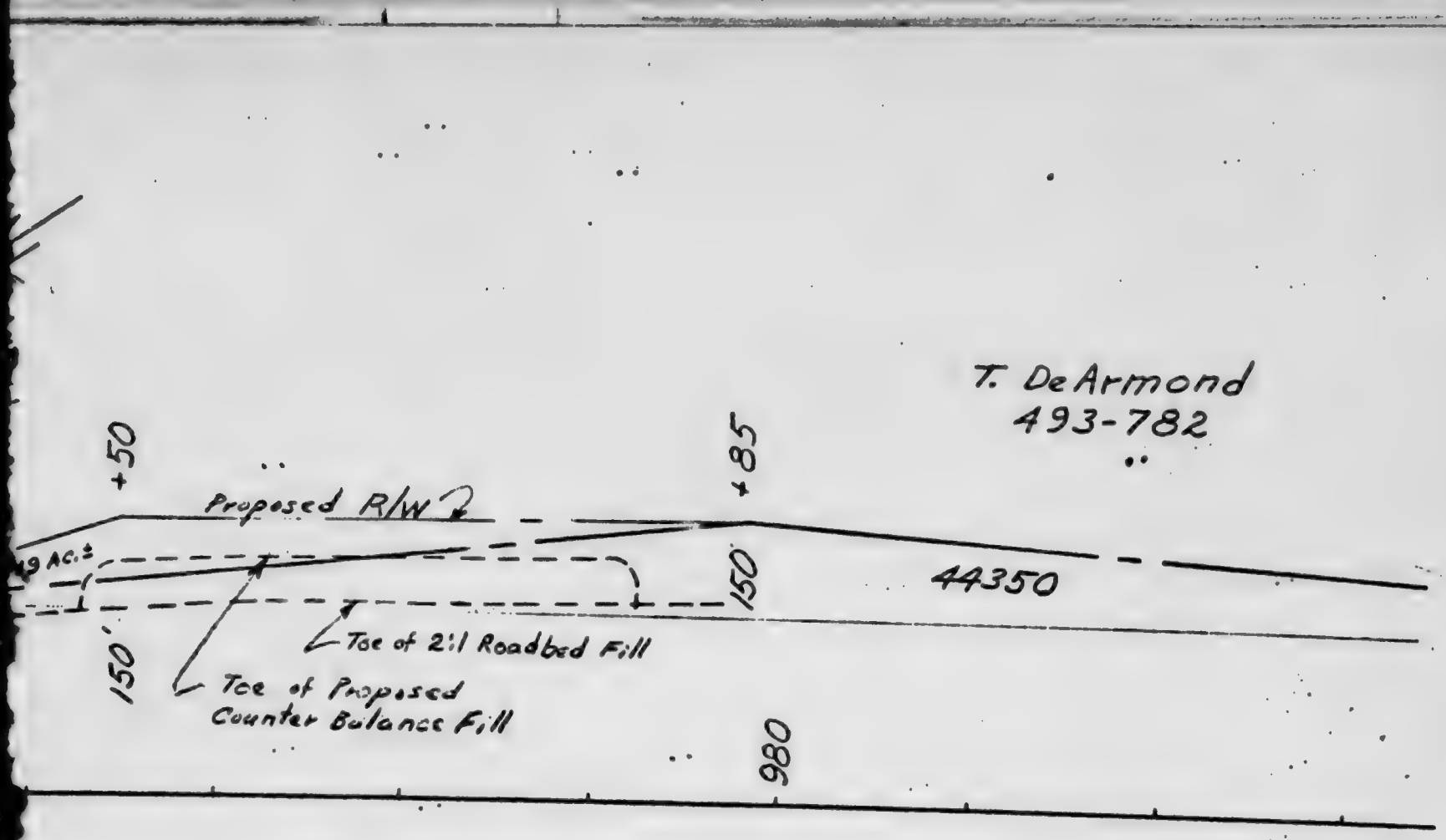
T. De Arm
493-7

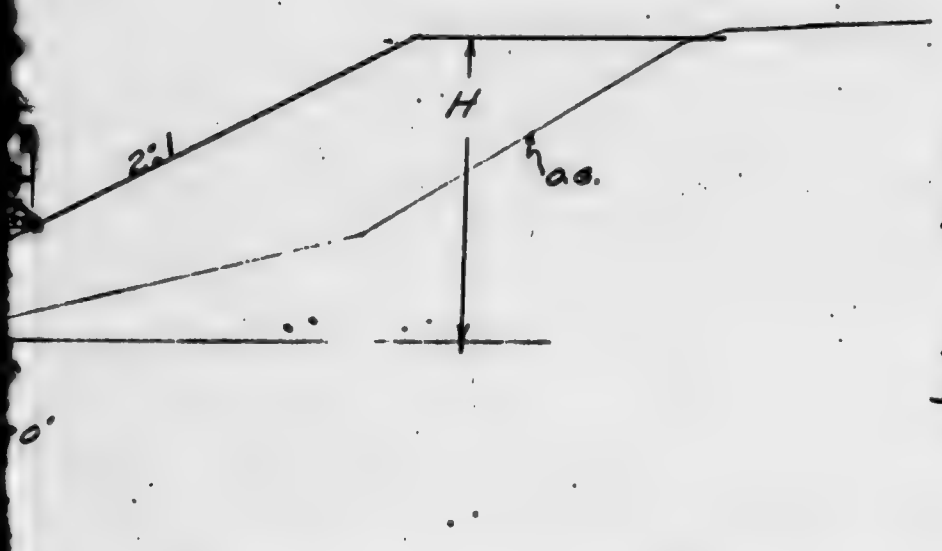




H = 25'-30'

Oregon State Highw
Hubbard Int. - Woodb
Contract No. 7
July 31, 1972
Scale: 1" = 100'





Oregon State Highway Division
Hubbard Int. - Woodburn Int.
Contract No. 7693

July 31, 1972 B.A. Johnson
Scale: 1" = 100' Res. Engn

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 4, 1972

Federal-aid Project
No. I-5-5(52)274

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request Change Order Approval**

Contract 7693, Extra Work Order No. 4

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

During the excavation for the footing of bent 3 of the southbound Fargo Rd. structure, an existing 18-inch concrete sewer pipe was uncovered, which crossed diagonally through the footing. This Order covers the cost of replacing this pipe outside of this work area.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, June 27, 1972.

Your approval as of June 27, 1972 is requested.

BML:hh
Attachments

RECEIVED
JUL 28 1972
FOR FILING

7693

July 26, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM
584 A. E. Johnson
Assistant State Highway Engineer

SUBJECT Hubbard Interchange-Woodburn Interchange Section
Pacific Highway
Oregon Project I-5-5(52)274
Contract No. 7693
Your File 10-35.6

In response to your July 17 letter concerning your site inspection of the subject project, the following action has been taken:

1. The resident engineer was contacted on Friday, July 21 and requested to install signs at appropriate locations to be used in conjunction with the photoelectric cells which measure overheight vehicles. The sign will carry the legend "VEHICLE OVERHEIGHT DO NOT PROCEED".

2. The contract plans called for Phillips red head inserts to be used for anchoring the temporary guardrail. The inserts as such would not have presented a finishing problem. The contractor requested and region approved the use of cast-in-place bolts. We will review this detail on further projects to eliminate the problems experienced with this installation.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter (enc.)
Walt Hart "
C. T. Keasey
J. B. Boyd (enc.)
Bobby Johnson
T. G. Thompson
W. G. Beard

DOC:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 17, 1972

In reply refer to: 10-35.6

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section

On a recent inspection of this project two items were noted that require your attention.

1. The mainline overcrossing structures have falsework which impairs the vertical clearance of the crossroad traffic. Several signs have been erected denoting the restriction. In addition, a photoelectric cell measures overheight vehicles and activates a red stop light. The problem is that there is no sign at the stop light to inform the stopped vehicle as to why he was stopped or what to do. A sign should be added at the stop light stating that when the red light flashes, the vehicle is overheight and should turn back. The sensing device should be installed at such a height to give a small safety factor below the lowest falsework.

2. The plans require the contractor to install a temporary guardrail along the left edge of the new slab overcrossing structures. Bolts for this rail were cast into the structures. The problem is that it was not possible to do an uninterrupted finishing job around these bolts and the result is a rough deck surface requiring grinding after the bolts are cut off. On subsequent structures, the bolts should be deleted so a smooth deck surface can be obtained. One method would be to form holes clear through the slab for the bolts.

RES.

RECEIVED
JUL 19 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Salem, Oregon
July 25, 1972

I-5

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

47541 - Tague (Southerland, C. P.)
Hubbard Interchange-Woodburn Interchange
Section
Pacific Highway
Marion County

Attached is a description, an authorization and right of way prints covering a construction permit for a relocated road approach to the subject property, as requested by Mr. Wimer's letter of July 20, 1972.

File 47541 (which was assigned by your office) is also attached.

Frank L. Hall
Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

cc: Mr. Gerald Wimer

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 25 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1972

To: Floyd Scott
R/W DESCRIPTION ENGINEER

SUBJECT: G. & R. Sutherland Access
Hubbard Int.-Woodburn Sec.

The Right of Way Section continues to say a description is necessary for the Sutherland Access Revision to Donald Road. This is because condemnation is likely.

Please prepare a description for the attached alternate (pay). This should be expedited.

Plan 'B'

Rod Henry is continuing to attempt a peaceful negotiation, but is not hopeful. He is also appraising. For this purpose, attached to his copy of this letter is a comparative estimate.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:lmt

cc: C. T. Keasey
Rod Henry

47541 Lt. Rt. 1 of 1
7-25-72

RECEIVED
JUL 21
DIVISION
SECTION

624-1084

FORM S-30 SOM 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
July 18, 1972

REGION 2 ENGINEER
RECEIVED
JUL 19 1972
RCE | RME | RTE | ROE
GEO | TA | FILE

SUBJECT: Hubbard Interchange
Woodburn Interchange
Pacific Highway
Contract No. 7693

To: Gerald Wimer
Region Construction Engineer
Salem, Oregon

As per your instructions I am submitting herewith a sketch map showing the driveway proposals and proposed construction easements on the G. & R. Sutherland property along with a cost comparison of the two alternate proposals.

Proposal "A" does not include the cost of relocating some 100 ft. of wood rail fence and Proposal "B" does not inlude the cost of installing some 24 ft. of 6-inch drain tile. Their are no bid items for either of these items on this contract.

Bobby D. Johnson
Resident Engineer

by

C. V. Lehman
Asst. Res. Eng'r.

cbb

Approved B
7-19-72

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

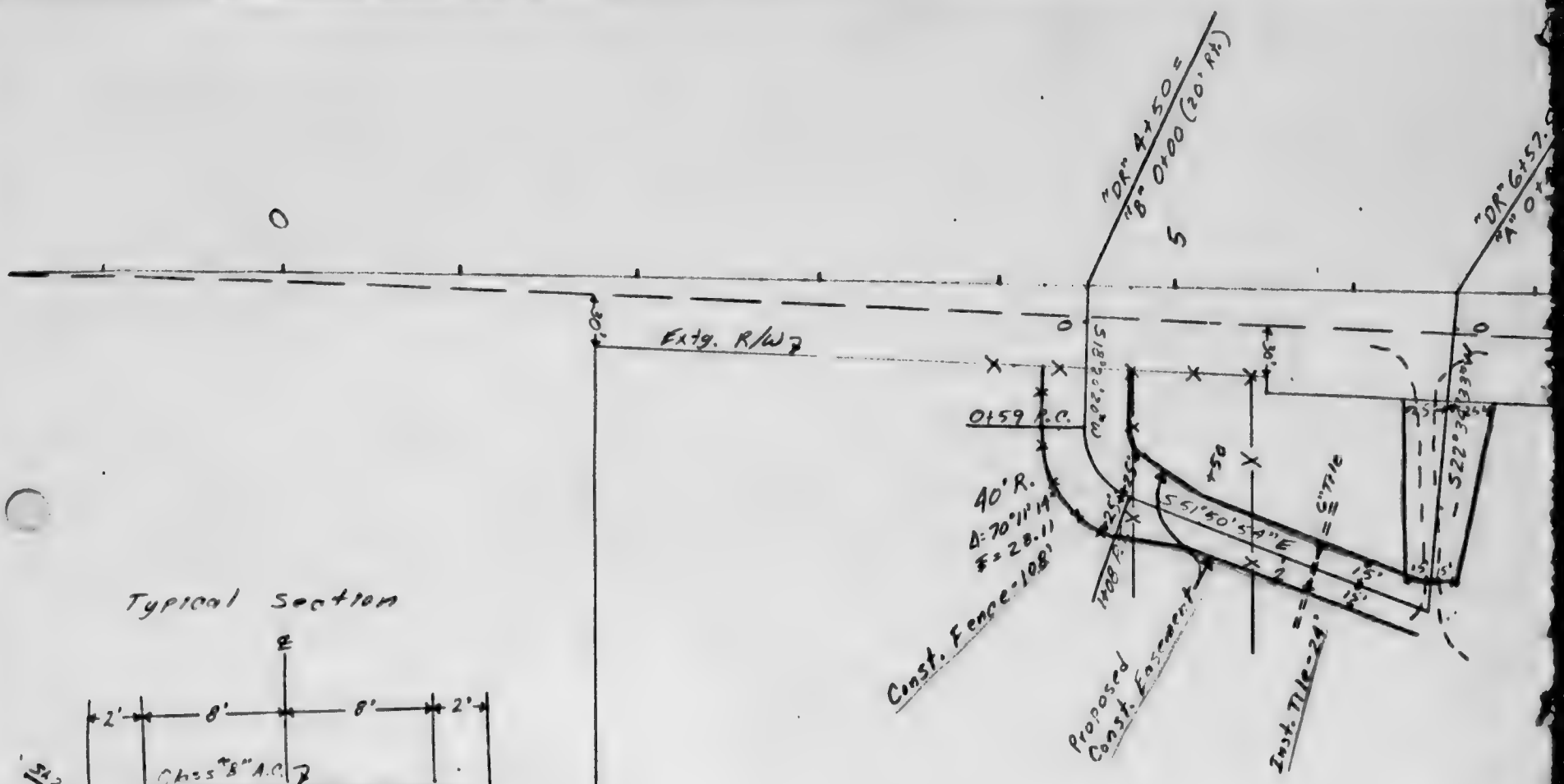
SHEET ..... OF ..... SHEETS

G & R Sutherland Access
To Donald Road
Hubbard Int.-Woodburn Section

July 19, 1972

	Item		Unit	Proposal "B" Quantity	Proposal "B" Quantity	Unit	Proposal "A" Unit	Proposal "A" Amount
Embankment		Plant	Cu. Yd.	745	347	2.00	$ 1,490.00	$ 694.00
Plant-Mix Aggregate Base			Ton	107	225	3.50	335.20	315.00
Class "B" A.C. Mix.			Ton	35	5	6.25	225.75	32.25
Asphalt Concrete Mix.			Ton	2.1	0.3	30.00	63.00	9.00
Type 2	Fence		Lin. Ft.	0	108	0.55	0.00	59.40
Totals							$ 2,163.95	$ 1,664.65

SP*31586-734



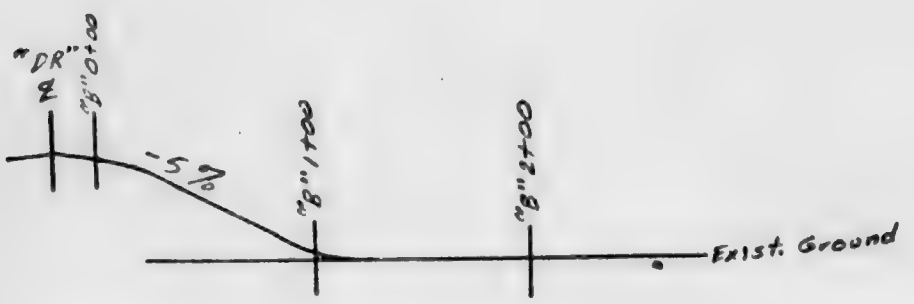
"A" Sta. 0+00 to Sta. 14+78
Class "B" A.C. = 2"
P.M.A.B. = 6"

"B" Sta. 0+00 to Sta. 0+27
Class "B" A.C. = 2"
P.M.A.B. = 6"

"B" Sta. 0+27 to Sta. 2+86
P.M.A.B. = 8"

G. & R. Sutherland
589-139

O.S.H.D.
Hubbard Int. - Woodburn
Pacific Hwy.
Cont. # 7693



"DR" 6+52.5 = "A" 0+00 (20' Rt.)

880

S 71°39'40" E

10

Exty. Donald Rd.

Exty. "NB" 8.91+37.38 = "DR" 9+87.92

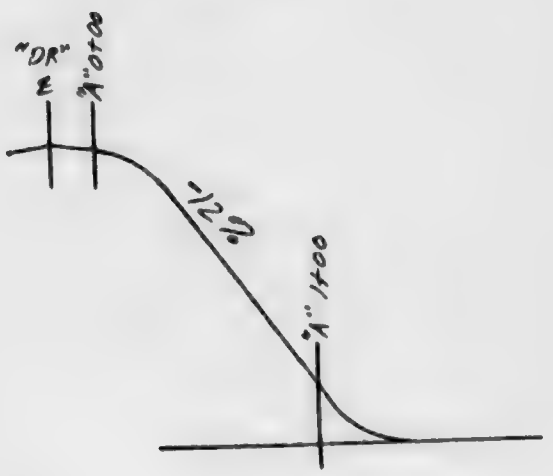
S 51°50'54" E

Inst. Tile-24"

Sutherland
589-139

885

O.S.H.D.
Hubbard Int. - Woodburn Int.
Pacific Hwy.
Cont. # 7693



FORM E-30 (REV. 10-69)

47541

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

July 12, 1972

SUBJECT: G.E.R. SUTHERLAND
Hubbard Int.--Woodburn Int.
Pacific Highway
Marion County

Map 7B-20-13

To: Gerald Wimer
Region Construction Engineer

S A L E M

As a result of your letter of July 5, 1972, to Mr. Keasey, he requested Mr. Moehring to reopen negotiation for an access revision on this property. We in turn sent the data to Mr. Floyd Scott for his discription and file number.

I have been advised by Mr. Scott that he does not have enough information and will need data from your office in order to prepare the required description.

ORIGINAL SIGNED

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc C. T. Keasey
Floyd Scott
Rod Henry

7-13-72
Talked to Wimer.
He does not know yet
what will be required.

Recd Data 7-24-72

Hall
A. Olson
Terpin
1 Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 12 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

RECEIVED
JUL 27 1972

624-1084

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1972

SUBJECT: R/W File 44349
J&A Owre
Hubbard Int.-Woodburn Sec.

To: C. T. Keasey
FIELD CONSTRUCTION ENGINEER

Resident Engineer Bobby D. Johnson, by the attached July 11 letter and sketch map, requests a small additional drainage easement be obtained from J&& A Owre. Please make the formal arrangements for this negotiation.to be authorized and the descriptions prepared and processed.

Because of the early need to proceed with the construction involved, Rod Henry, by a copy of this letter, is instructed to proceed with negotiations and at least to obtain a permit of entry as soon as reasonably possible.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:lmt

cc: Rod Henry
Bobby Johnson

Attach.

RECEIVED
JUL 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7-26-72
Dave Moehring-
Please do-
C. T. Keasey
cc: A. E. Johnson

Routing
Keasey K
Bond
Walker
Johnsen
RECEIVED
JUL 21 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Barg
NOTED
A. E. JOHNSON

FORM S-20 50M 10-61

624-1084 REGION 2 ENGINEER

RECEIVED
JUL 11 1972
RE | RCE | RME | RTE | ROE
OLE | GEO | TA | FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
July 11, 1972

To: J. B. Boyd
Region Engineer
Salem, Oregon

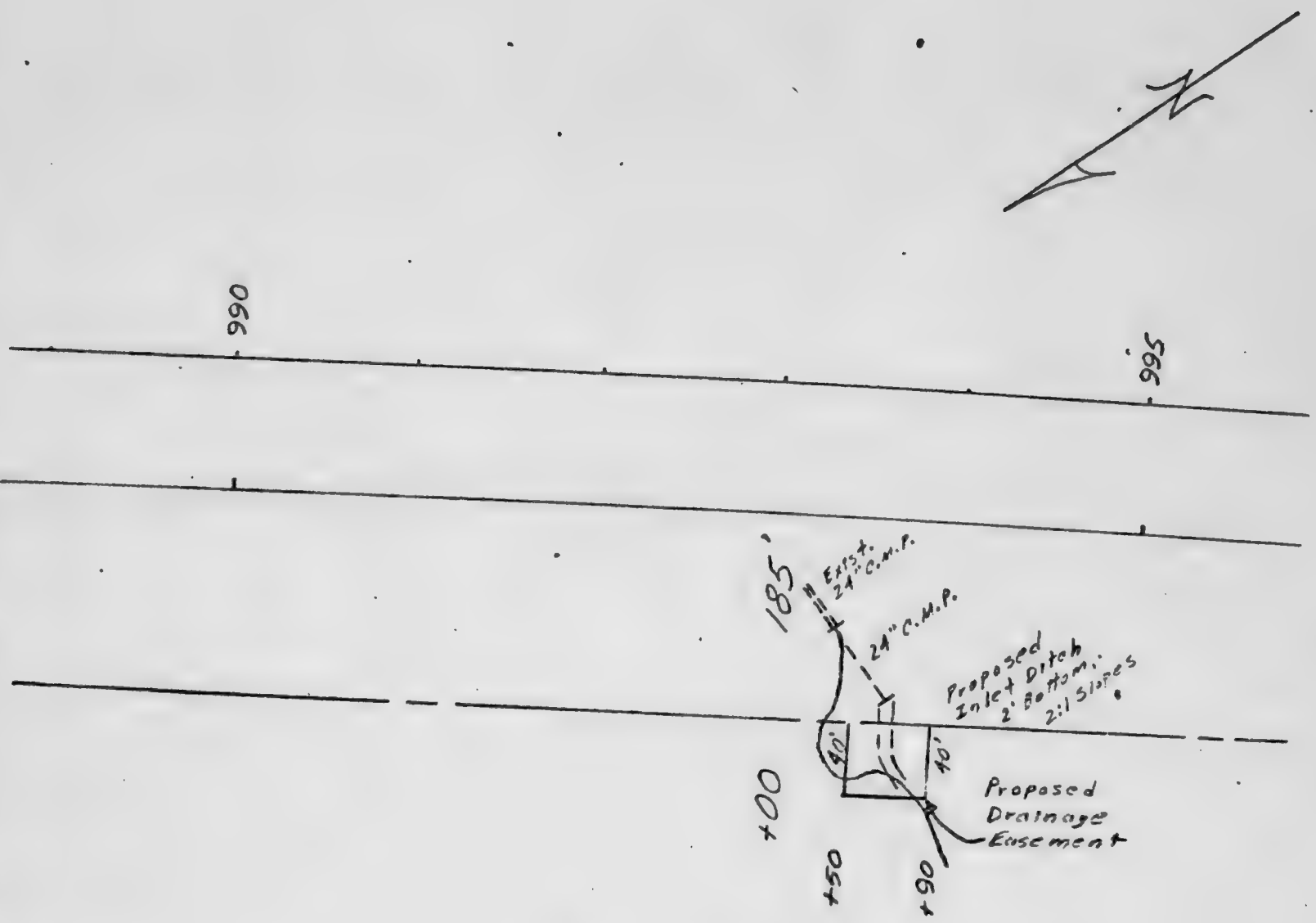
SUBJECT: Proposed Drainage Easement
R/W File No. 44349
Hubbard Intchge.-Woodburn Intchge.
Pacific Highway
Contract No. 7693

Enclosed herewith sketch map showing proposed drainage easement on the J. and A. Owre property on the westerly side of Pacific Highway at Sta. 993+50. This easement is necessary to construct an inlet ditch as shown on the plans to the existing 24 inch culvert that is to be extended. The only alternative to this would be to put an angle in the pipe so as to match the existing creek channel near the right of way line, however this would necessitate the construction of a manhole at the angle point at a cost of $1,000.00.

There is an existing Right of Way File No. 44349 for J. and A. Owre.

Bobby D. Johnson
Resident Engineer

CVL:cbb



J. & A. Owre
565-325

OREGON STATE HIGHWAY DIVISION
HUBBARD INTCHGE. - WOODBURN INTCHGE.
CONTRACT NO. 7693

July, 1972
Scale: 1"=100'

B. D. Johnson,
Res. Eng'r.

RECEIVED
JUL 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

Andersen, Hannan, Rogers & Matich
P.O. Box 13367
Portland, OR 97213

July 14, 1972

Attn: Mr. R. S. Everett

NOTED
A. E. JOHNSON

Gentlemen:

Re: EEO Compliance Review
Hubbard Interchange-Woodburn Interchange, Pacific Highway,
F.A. Proj. No. I-5-5(52)274
Contract No. 7693

To confirm our recent conversation, an Equal Employment Opportunity compliance review of your Organization will be conducted by the Federal Highway Administration. The date is July 25 at 10 A.M. at your project office at Fargo Road Interchange.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of active subcontractors who have authority to deal with compliance matters should also attend. Representatives from the State Highway Division and Federal Highway Administration will attend this review.

In order to conserve time and facilitate discussions, you should have the following information available prior to the review:

1. Copies of all labor agreements.

2. List of all subcontractors including suppliers.

3. Employment statistics for a current (within past 30 days) workweek compiled separately for the home office and for each job site. This information should indicate racial designations.

RECEIVED
JUL 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. A listing of all employees hired within the last 90 days showing:

   (a) Employee's name
   (b) Racial identification
   (c) Job classification and craft
   (d) Wage rate paid

5. One completed copy of the enclosed Compliance Data Report.

For your information, I am attaching a copy of Instructional Memorandum 40-2-72, Interim Construction Contract Equal Opportunity Compliance Procedures.

If you have any additional questions, please feel free to contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosures

bc: Glen Green (2 copies)
A. E. Johnson
Gene Huntley
J. B. Boyd
Bobby Johnson

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1972

SUBJECT: Drainage Outlet, Sta. 1116
Hubbard Int.--Woodburn Int. Sect.
Pacific Highway, Contract 7693

To: J. B. Boyd
Region Engineer

Attention: Gerald Wimer

FROM: C. T. Keasey
Construction Engineer

The above proposal which was the subject of your letter of June 19, 1972, was discussed with Mr. Klaboe.

Since this drainage improvement was the subject of previous negotiations with the City of Woodburn and the Woodburn Senior Estates as a cooperative project and we had agreed tentatively to do the work provided they cooperate in the cost, I have asked Don Harwell, Assistant County and City Engineer, to work with you in attempting to get participation from these people.

This project is as much or possibly more beneficial to them as it is to us, and since the Feds have refused participation, we should look to them for help.

This is apparently a worthwhile project, but under the circumstances, we should not have to bear the entire cost.

CTK:sat
cc: A. E. Johnson
Don Harwell

NOTED
A. E. JOHNSON

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 7, 1972

TO

Mr. L. W. Rutien
Regional Engineer - Region I

FROM

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT High Mast Illimination Poles

Enclosed are a group of letters and reports concerning the cracking of pole to base plate welds on large pole structures.

As a result of these findings, please have a visual investigation made of the welds on the following tower illumination projects within your region to see if any problems are evident:

Hubbard Interchange Section
I-5 to I205 Interchange Illumination
Gladstone Interchange-Oregon City, Interchange

A copy of these findings should be forwarded to this office for review. Any problem areas should be accompanied by photographs or sketches if possible or meaningful.

DOC:jbk

Enclosure

cc: A. E. Johnson
Walter J. Hart

JUL. 7 REC'D
AEJ

bc: D. O. Christensen
G. Teeter
R. M. Dixson

FORM E-30-X 12-67

7693

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 6, 1972

To: J. B. Boyd, Region Engineer
Attn: G. W. Wimer

SUBJECT: Drainage Improvement
Crosby Road Vicinity
Hubbard Interchange-Woodburn
Interchange Section
Pacific Highway
Contract No. 7693

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Your proposal for drainage improvement at the subject location as outlined in your letter of June 19, 1972 is approved.

Please submit the necessary information and documents to accomplish this work.

CTK:fw

cc A. E. Johnson

624-1084

OREGON STATE
HIGHWAY DIVISION

Routing
Kensey K
Bond
Walker
Johnson
RECEIVED
JUL 6 1972
CONSTRUCTION
SECTION
Pease E.
Glenn
Litchfield
Berg

East Salem Highway Building, Salem, Oregon 97310

July 5, 1972

NOTED
A. E. JOHNSON

Andersen, Hannan, Rogers & Matich
P. O. Box 215
Aurora, Oregon 97002

Gentlemen:

JUL. 7 Recd
AEJ

Hubbard Int.-Woodburn Int.
Pacific Highway, Contract 7693

Mr. Bobby Johnson has referred your correspondence of June 27 regarding the patching of holes in the surfacing of the existing lanes to this office. You were advised on May 19 by Mr. Johnson to proceed with maintaining the existing paved surface throughout the project. At that time you were warned there were numerous potholes in the traveled lane that needed to be patched. No action has been forthcoming from your organization except for two letters, one dated May 24 and the June 27 letter that I referred to.

You are advised to begin immediately to maintain the existing surface under the provisions of Standard Specifications 104.05, Maintenance of Traffic Through the Work, at your expense as is indicated in this section. Failure to comply with this notice will require further action to be taken in order to insure the safety of the traveling public.

Contrary to Section 104.05 of the Special Provisions, the contractor may close one lane of the freeway during off-peak hours to accomplish this work provided it is accomplished with the proper traffic handling safeguards.

Very truly yours,

J. B. Boyd
REGIONAL ENGINEER

JBB/jc
cc: C. T. Keasey
Bobby Johnson

Copy to AE Johnson
1-7-72
GR

RECEIVED
JUN 6 - 72
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 2, 1972

In reply refer to: 10-35.6

7693

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson

FROM : P. H. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
St. Louis Road
Sidewalk-Bicycle Path

Mr. Wallace's May 26 request gave additional support for a sidewalk across the above structure.

In view of this documentation we have no objection to this additional width to provide for a sidewalk. We will approve this addition to your design.

6-6-72

Hart Hall

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

FORM E-80-X 12-67

7672

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1972

To: Frank Hall, Design Engineer
Attn: Floyd Scott

SUBJECT: Drainage Easement
Hubbard Interchange-Woodburn
Interchange Section
Contract No. 7693
R/W File 46916

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is correspondence and a sketch map requesting a correction in a drainage easement across property owned by Marion County on the subject project.

Please make this correction in the description and process it through Right of Way so that the easement will coincide with the existing ditch alignment.

CTK:fw
Attach.
cc: A. E. Johnson
D. H. Moehring
G. W. Wimer

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7693

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Woodburn Int.-Hubbard Int. Sec.
Pacific Highway, I-5
Marion County
Undercrossing of St. Louis Road
Bridge 7847A

Our letter of April 20, 1972, transmitted plans calling for an eight-foot wide sidewalk-bicycle path on one side of the Woodburn Interchange, Brooks Interchange and Chemawa Road Interchange structures.

A review of the needs for bicycle paths on the structures of subject section indicates that an eight-foot wide bicycle path should be provided on the St. Louis Road structure. This facility would make possible a bicycle route connecting the community of Gervais and the proposed bike route along Highway 219 and, also, to the proposed St. Louis Fishing and County Park Development as shown on the attached maps. There is a sizeable high school located in Gervais.

Based on the above discussion, we ask your approval of the additional width of the St. Louis Road structure required for a sidewalk-bicycle path. The estimated additional cost is $30,000.

LLW:dh

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAY 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1972
ENGINEERING
7693

May 25, 1972

Andersen-Hannan-Rogers-Matich
3427 N. E. Halsey Street
Portland, OR 97232

Attention Mr. H. A. Andersen

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
C. T. Keasey
L. H. Young
J. B. Boyd
Warren E. Mueller
John C. Jenkins

Gentlemen:

Hubbard Interchange-Woodburn Interchange
Pacific Highway, Contract 7693

We have examined the literature which you recently sent me pertaining to curing compounds and have considered your request to use curing compounds for all structure work on the above project.

Research has indicated that for structure members such as beams and decks a moist cure for seven days is the only way we can be sure of the least amount of cracking.

I have discussed this with Mr. Tom Edwards and it is our opinion that we should continue with a moist cure for structural beams and roadway decks. We will permit the use of curing compounds for columns, curbs and GM rails with the following limitations:

1. The curing compound be kept off of all reinforcing steel and dowel bars.

2. If it is necessary to remove the curing compound in order to apply the latex paint finish, such removal will be done at your expense.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

B.b.b.

May 22, 1972

Oregon State Highway Dept.
P. O. Box 272
Woodburn, Oregon 97071

Re: Hubbard Interc.-Woodburn Interc.
Contract No. 7693

Attention: Bobby D. Johnson
Resident Engineer

Dear Sir:

Reference is made to the proposed detours at the three under-crossing sites on the above subject contract. We have made every effort to construct these detours as designed but to date we have not been able to complete a suitable sub-grade. Some base material has been placed but after relatively minor traffic, pumping of the sub-grade has occured. We have removed large and small areas after pumping and have received no compensation for this work. There is very little reason to believe that conditions will change much in the following six or eight weeks. The bridge demolition has now come to a stand-still because of the inability to construct the detours.

Because of the dependence of one phase of construction on another we have, as of this date, concluded that the job cannot be built as designed in the time allocated for its completion. We request that a meeting be set up between the principals to discuss and hopefully to resolve our mutual problem either by some re-design or allocation of added time.

Very truly yours,

ANDERSEN-HANNAN-ROGERS-MATICH

W. Haapala
Project Manager

WH:dm
CC: Andersen Construction
Hannan Bros. Construction
Rogers Construction Co.
Matich Construction Co.

Form E-200—634

G-1N

REGON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hubbard Intchge. - Woodburn Intchge. Date May 15, 1972

Highway Pacific Contract No. 7693

County Marion & Clackamas Prefix 624-1084

Contractor Andersen - Hannan, Rogers & Matich F. A. Project No. I-5-5 (52) 274

Address 3427 N. E. Halsey St., Portland, Ore. 97213 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Treatment of 6" of the subrade with 5% to 6% lime and or as directed.

Location by station numbers: Sta. 1012+00 to 1032+00 N.B. side only

Estimate of quantities and cost:

Material	$3,000.00
Labor	2,000.00
Equipment	1,000.00
Contractor's % Allowance	1,000.00
TOTAL	$7,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Extreme wet ground conditions makes this work necessary. Standard Specifications for Highway Construction, issue of 1970 to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$11,428,752.3
Present estimate of project cost, including $7,000.00 for work under this order	$11,428,752.3
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0 %

Space to right of this line is for use of Salem Office

Submitted by: Bobby W. Johnson
Resident Engineer

Approval Recommended: L. D. Kinser
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: [illegible]
Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer

State Printing Copy Hannan / Rogers / Matich

O.K.

SEN. VICTOR ATIYEH
CHAIRMAN

REP. CARROLL HOWE
VICE CHAIRMAN

7693

EDUCATION INTERIM COMMITTEE
311 STATE CAPITOL
SALEM, OREGON 97310
378-8176

May 18, 1972

MEMBERS:
SEN. JASON BOE
SEN. WALLACE CARSON
SEN. RICHARD GROENER
SEN. TOM HARTUNG
REP. HOWARD CHERRY
REP. FRED HEARD
REP. ROBERT INGALLS
REP. MARY RIEKE
REP. LEO THORNTON

PUBLIC MEMBERS:
JIM SULLIVAN
DAVID M. GREEN

STAFF:
WILSON HULLEY, ADM. ASST.
GLENNA HAYDEN, COM. CLERK

Mr. Tom Edwards,
State Highway Engineer
OREGON STATE HIGHWAY DEPT.
Highway Building
Salem 97310

Dear Tom,

I appreciate the opportunity to discuss my concern about the construction area on I-5 between Woodburn and the Baldock rest area.

Driving that Freeway every day as I do, I have noted the inconsistency of uncovering the 50 m.p.h. speed limit signs and the complete disregard by the average motorist of the designated speed limit. I have noted when the reduce speed limit signs are exposed there maybe no visible construction going on or visible alteration of the right-of-way area.

You informed me that the contractor was responsible for covering and uncovering the speed limit signs based on their working in the immediate area. I have noted these signs have been exposed on weekends and as early as 6:00 a.m. in the morning, and as late as 10:00 p.m. at night.

I would like to make a couple of suggestions to help eliminate a potential traffic hazard.

1. That your safety engineer keep track of when the speed signs are covered or are not covered; based on construction crews and potential driving hazards in the area.

5-19 AEJ Discuss w/me Love

6-7-72

2. That the contractor place a flagman in any active construction area. This might alert motorists better than a series of signs stretched over a 9 mile area.

3. I would suggest that you ask the Oregon State Police to monitor the area after normal working hours to determine if the contractor is handling his responsibility in the manner prescribed by the Highway Department.

The Legislature enacted Chapter 273 (HB 1093) last session which gave the Highway Department the right to designate speeds for vehicles upon any portion of the highway or street when conditions temporarily constitute a danger to the public. Maybe if you receive the early cooperation of the contractor potential accidents and possible death of a contractors employees or citizen of this state may be averted.

Sincerely,

Wilson Hulley,
Administrative Assistant

WH/gh
cc: Senator Victor Atiyeh
Bob Davis, Office of the Governor

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1-5

DATE May 9, 1972

TO Mr. G. W. Wimer
Region Construction Engineer
REGION II

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

FROM Frank E. Terpin
Final Design Engineer

RECEIVED
MAY 1972
DESIGN SECTION

Request
Approval
Review
Return
Bring Up
Other

SUBJECT Review of Median Drainage
Hubbard Interchange-Woodburn Interchange Section
Pacific Highway
Clackamas and Marion Counties

The review of the median drainage on the subject project that you requested has been completed.

As a result it has been determined that certain inadequacies exist in the design of the median drainage at three locations; Station 740+00 to Station 764+00, Station 823+00 to Station 845+00 and Station 878+00 to Station 892+00.

A discharge from the median area of approximately 2 cfs. for the spacing of the median drains was determined by use of the rational formula.

The depth of water in the median for this flow is variable from.0.35 ft. to 0.60 ft. depending on the kind and length of the grass cover. This depth of water contained in a median with 20:1 side slopes would create ponding 14 feet to 23 feet wide which is considered an unsafe and undesirable condition.

If the median slopes are steepened to 10:1 to reduce the width of ponding, the median becomes too deep to drain into the roadside ditch. When the roadside ditch is deepened enough to drain the median it becomes necessary to steepen the cut slopes to stay within the right of way. This also is considered unsafe and undesirable.

Based on the foregoing review it is recommended that the method of draining the median at the subject locations be revised and sewer pipe be installed in the median as indicated on the accompanying plan sheets.

This method of providing median drainage has been used at other locations on this project and if the ponding of water in the median with 20:1 slopes had been thoroughly investigated it would have been used at the subject locations.

FET:jg
Enclosure
cc: C. T. Keasey
L. K. Watson

624-1084

7675

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 15 1972
CONSTRUCTION SECTION

Salem, Oregon
May 2, 1972

Cord
Walker
Johnsen

To: Memo to the Files

SUBJECT: Class "C" Asphalt Concrete Mixture, Hubbard Int.-Woodburn Section

FHWA Area Engineers John Schultz and Paul Riedl visited the Hubbard Interchange-Woodburn Section with me April 25, 1972.

At that time they were informed by Resident Engineer Bobby Johnson of his best estimate at this time of the necessary class "C" asphalt concrete mixture to level preparatory to placing the PC pavement. That estimate is:

Southbound	8,400 Tons
Northbound	5,400 Tons
Subtotal	13,800 Tons
Allowance	1,400 Tons
Total	15,200 Tons

NOTED
A. E. JOHNSON

This compares to the bid item number 17 total of 7,700 Tons at $7.30 per ton. Both FHWA representatives indicated the bid item quantity could not be exceeded. They didn't see how the grade line could be changed to reduce the quantity nor were they agreeable to a price agreement to increase the depth of PC pavement. They were agreeable to utilizing as much PC pavement as the plans allowed.

Therefore, Johnson was instructed to immediately review the grade line and if at all possible, and still get a fair ride, to lower the grade line. He was also instructed to not plan any class "C" pavement within 9" of the PC finish grade. This is the tolerable limits permitted by the plans.

As quickly as he has a new estimate the matter will be reviewed with the Construction Section. It should be further pointed out the quantity is being estimated from a single profile line. We will not have additional lines until just immediately preceding the placement of this particular material. This will be early next year. The lack of obtaining this information at this time is because of the prohibition on restricting traffic to a single lane.

Send copy to A.E. Johnson BKR

RECEIVED
MAY 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Signature replaced by: Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

(Please see postscript attached)

GW:rps
cc: C. T. Keasey
B. Johnson

Memo to the Files.
May 2, 1972
POSTSCRIPT

Class "C" Asphalt Concrete
Mixture, Hubbard Int.-Woodburn
Section

By controlling the "C" mix at 9" rather than 8", the quantity reduces to 7,000 Tons. This estimate is questionable. But, it is the best we can do now. It would add $30 - $35,000 to the project cost.

RECEIVED
MAY 1 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 27, 1972

TO 1691

J. B. Boyd, Regional Engineer
Attention: G. W. Wimer

FROM C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

SUBJECT Preventive Maintenance
Hubbard Interchange-Woodburn Interchange Section
Pacific Highway

Your request of April 19 for the expenditure of approximately $30,000 for preventive maintenance on the subject section has been discussed with Administration and it has been decided not to approve such expenditure at this time.

This section should be re-examined in the late summer or early fall and if preventive maintenance appears necessary and desirable at that time, this request will be reconsidered.

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw

cc A. E. Johnson

I-5

Salem, Oregon
April 18, 1972

Mr. D. H. Moehring
Right of Way Engineer
B U I L D I N G

47177 - Trussel
Hubbard Interchange - Woodburn
Interchange Section
Pacific Highway
Marion County

Attached is a description, an authorization, right of way prints and copies of correspondence from Mr. J. B. Boyd which requests additional right of way for the subject project.

Frank L. Hall
Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:dme

Attachments

Hall
A. Olson
Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 18 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1972

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Proposed Additional Right-of-Way
G. & L. Trussell Property
File No. 44348
Hubbard Int.-Woodburn Int.
Pacific Highway
Contract No. 7693

Submitted herewith is a sketch map of the subject property and the proposed additional right-of-way that is required. Would you please have a description prepared and processed through channels. A permit of entry has been secured by District Right-of-Way Supervisor Rod Henry. Also attached is a letter from Resident Engineer Bobby Johnson dated April 12, 1972 regarding the need for this additional right-of-way.

J. B. Boyd
REGIONAL ENGINEER

JGC/JBB/jc

Attachs.

cc: Rod Henry
Bobby Johnson

Scott - Please note that Bobby Johnson has asked for a permit before acting on it.

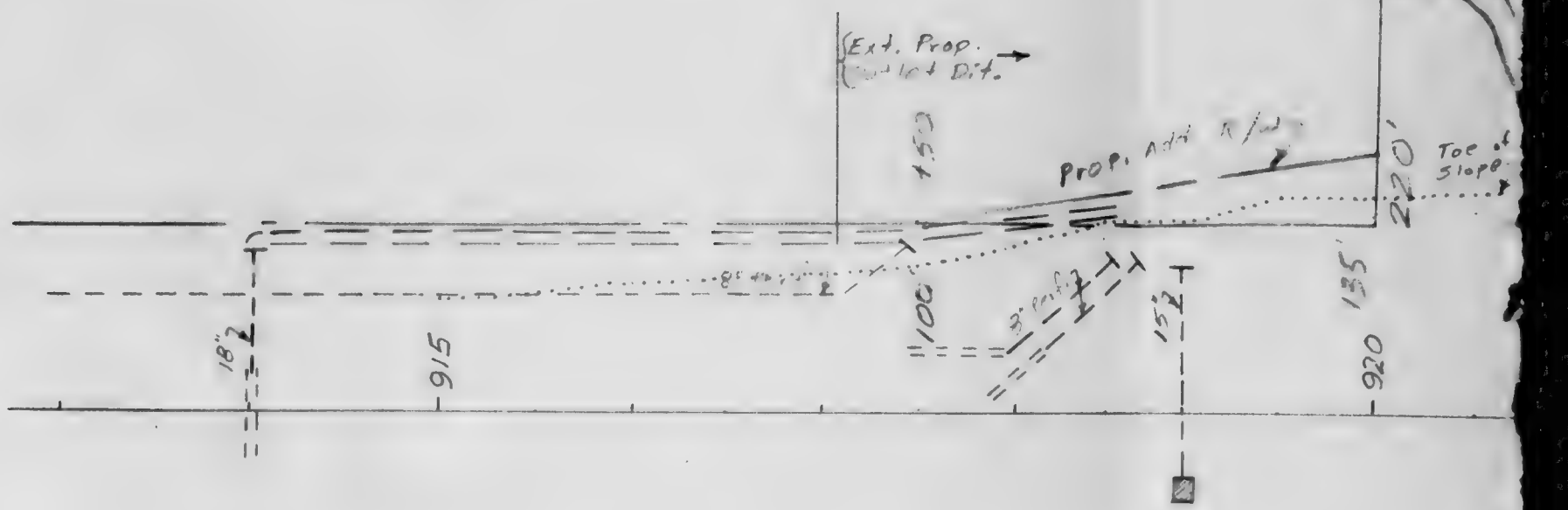
1 Hall H
A. Olson
Terpin
2 Scott L
Swenson
R. Olson
Out

RECEIVED
APR 14 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval [ ]
Receiver Keep [
Do not File
Return To
Bring Up / /
Other

File 47177 to R/W 4-18-72 with copies of this correc.
S.

BP 52479-734


Ext. Prop.
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Toe of Slope
18"
915
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3" Prof.
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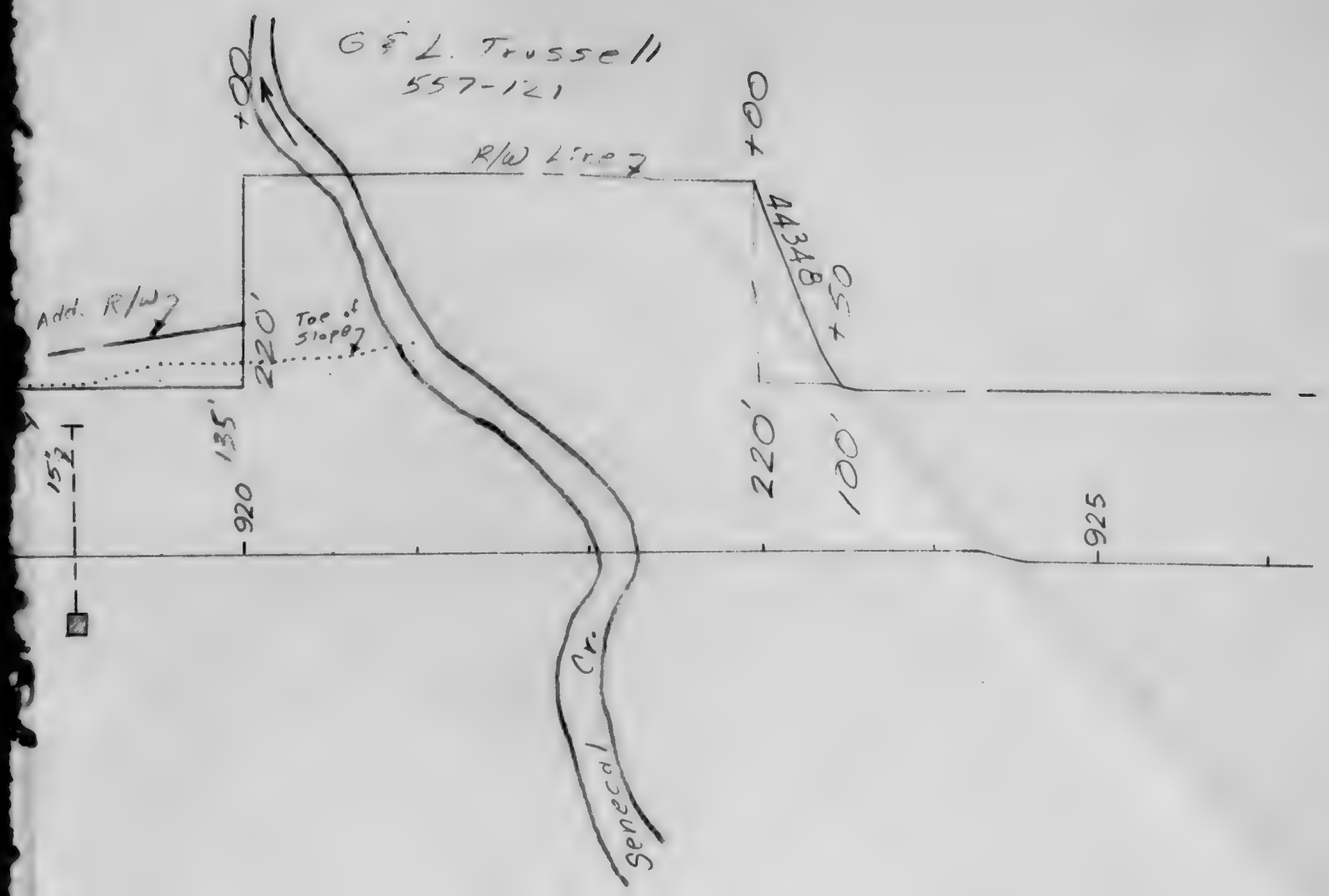


OREGON STATE HIGHWAY DIVISION
HUBBARD INT. - WOODBURN INT.
CONT. NO. 7693
APRIL, 1972
B. O. JOHNSON

FORM E-30 50M 10-62

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
April 12, 1972

To: J. F. Boyd
Region Engineer
Salem, Oregon

SUBJECT: Proposed Additional Right of Way
C. & L. Trussell Property
File No. 44348
Hubbard Int. - Woodburn Int.
Pacific Highway
Contract No. 7693

I am submitting herewith one sketch map on the subject project in the vicinity of Senecal Creek. You will note that the proposed additional right of way indicated in red is needed to accomodate the normal road bed embankment and the extension of the outlet ditch. I would propose that we obtain a permit of entry to enter upon the Trussell property as soon as possible so that we might afford the contractor the opportunity to clear this area. Your approval of this additional right of way is reccomended.

Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

BDJ:cbb

RECEIVED
APR 1 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

7425

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 5, 1972

In reply refer to: 10-35-DB

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange
State Force Order No. 4
Total Estimated Amount of the Order - $600.00
Federal Participation - $540.00

Reference is made to Mr. Young's letter of March 22, concerning the subject order.

The use of State Forces to install temporary signing is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is $600.00 with Federal participation of $540.00.

Enclosure
State Force Order #4

NOTED
E. R. KLABOE

4-10-72

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form A-105 (Rev. 8-70)

STATE COPY

G-IP

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7693

APPLYING TO CONTRACT PROJECTS

Order No. 4-5-724

FEDERAL HIGHWAY ADMINISTRATION

Section Hubbard Intchge. - Woodburn Intchge. Date March 10, 1972

Highway Pacific F.A.P. No. I-5-5 (52) 274

County Marion & Clackamas Prefix 624-1084 Account No. 274-04

Description of Work To Be Done: Furnish and install notice of bridge closure signs on County Roads either side of freeway undercrossings on Donald, Broadacres and Crosby Roads. Legend and location of signs as per attached drawing.

Location by Station Numbers:

Sta. 881+40 Donald Road
Sta. 1022+10 Broadacres Road
Sta. 1099+65 Crosby Road

Estimate of Quantities and Costs:

Material	$ 480.00
Labor	$ 90.00
Equipment	$ 30.00
	$ 600.00

Explanation: These signs are to be installed prior to the contractor's beginning of work on the undercrossing structures so as to provide ample notification to the residents living in the general area effected as called for in our agreement with Marion County. Funds are available in Contingencies.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$11,428,752.38	
Present estimate of project cost, including $ 600.00 for work under this order	$11,428,752.38	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0	

Space to right of this line is for use of Salem Office

Submitted by: Bobby D. Johnson
Resident Engineer

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Regional Engineer

Approved: [illegible]
Construction Engineer

SP°72830-734

WHOLESALERS

PORTLAND ELECTRIC AND PLUMBING CO.

DISTRIBUTORS

PHONE 226-2531

905 S. W. 16TH AVENUE
PORTLAND, OREGON 97205

7693

April 4, 1972

REGISTERED MAIL - RETURN RECEIPT REQUESTED

Anderson-Hanna-Rogers-Matich
P. O. Box 215
Aurora, Oregon

Gentlemen:

I am writing you as credit manager for Portland Electric & Plumbing Company, 905 S. W. 16th Avenue, Portland, Oregon 97205.

Please be advised that Portland Electric & Plumbing Company is delivering materials for the public work for which you are general contractor for Hubbard-Woodburn Interchange, Hubbard-Woodburn, Oregon, Oregon State Highway Department No. 7693 at the order of Olsen Electric, 200 East Fifth, Vancouver, Washington.

Very truly yours,

Abe S. Davis

Abe S. Davis

kg

cc: State Highway Commission, State of Oregon, Salem, Oregon

NOTED
FLOYD QUERY

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 - 1972
FOR FILING
STATE OF OREGON
1859
7693
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 30, 1972

Mr. Ed Wanner
Route 1, Box 295
Woodburn, Oregon 97071

Dear Mr. Wanner:

The Highway Division has looked into the closure of Crosby Road. I have been informed that the Resident Engineer, Bobby Johnson, contacted you and explained the need for the road closure and the detour system.

I am sorry for the inconvenience to you and to the other residents along Crosby Road. I ask your patience during this period of construction.

Sincerely,

Governor

TM:da

bcc: George Baldwin

RECEIVED
APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
GEORGE M. BALDWIN

COPY

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1972

To: F. B. Klaboe
DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Ed Wanner's Letter to Governor

Mr. Wanner's letter dated March 17 to Governor McCall expressed concern over the closure of Crosby Road at its intersecton with I 5. Resident Engineer Bobby Johnson personally contacted Mr. Wanner today. He explained the detour system to Mr. Wanner.

The closest detour for Mr. Wanner between his hayfield and his dairy barn is south over the structure at Woodburn. This increases the haul from the hayfield to his barn of about 3 1/2 miles.

Although Mr. Wanner did not especially like the closure of this road, he appeared to appreciate the personal contact and after a few minutes discussion with Mr. Johnson, he appeared to accept the road closure in a fairly congenial manner.

We believe this matter has been satisfactorily resolved. Attached is a rough draft reply.

George N. Hopkins
REGIONAL MAINTENANCE ENGINEER

GNH/km

SP 52475-734

3:20.72 Wanner to Highway

REGION 2 ENGINEER
RECEIVED
MAR 22 1972
RE RCE RME RTE ROE
ULE GEO TA FILE

Mar. 17, 1972

Hon. Tom McCall
Salem, Ore.
Dear Sir:

We live abut 4 1/2 miles N. West of Woodburn on the Crosby Road, no 505, We Also own 30 Acres & rent 35 Acres abut 2 1/2 east of here.

There is a sign on the I-5 Freeway n. of Woodburn that our road will be closed from mar 20 to Nov. 30.

We have about 30 to 35 acres of hay planted down on these two tracts. How are we going to get this hay to home to our dairy? The balance of this Place is in Grass.

Ed Wanner
Route 1, Box 295 Woodburn, Ore. 97071

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 29 1972
FOR FILING

7693

March 29, 1972

Andersen, Hannan, Rogers & Matich
3427 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7693 for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Bobby Johnson

RECEIVED
MAR 22 1972
FOR FILING

7693

March 22, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-5(52)274

FROM: George H. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT: Request; Change Order Approval

Contract 7693 State Force Order No. 4

Project Hubbard Interchange-Woodburn Interchange

Highway Pacific

Counties Marion and Clackamas

The State-County agreement provides for posting bridge closure signs at the Donald, Broadacres and Crosby Road freeway undercrossings. The signs must be installed prior to the contractor starting work.

The contractor is not prepared to do the work contemplated under this order. The State has the necessary equipment, and trained personnel available to perform the work now.

The estimated cost of this work is $600.00 with Federal participation in the amount of $540.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer March 10, 1972.

Your approval as of March 10, 1972 is requested.

Attachments

BMW:dg

624-1085

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1972

To: MEMO TO THE FILES

SUBJECT: One Lane Traffic Operation
Hubbard Int-Woodburn Int
Pacific Hwy

Tom Edwards discussed the one lane operation of the above subject section and made clear that he did not want the traffic pattern of two lanes interrupted. This had been previously discussed with the Resident Engineer and on March 20 I again discussed it and found the Resident assures me that no interruption has occurred by his forces since the first incident. I told Bobby Johnson that under no circumstances were the personnel to work the centerline without adequate protection. If it was found that some more data was required, that to come to me with the problem and not endanger our survey personnel. He assured me that he would.

ORIGINAL SIGNED BY J. B. BOYD

J. B. Boyd
REGIONAL ENGINEER

JBB/km

cc Tom Edwards
A. E. Johnson
Carroll Keasey
Bobby Johnson

NOTED
A. E. JOHNSON

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP°52479-734

RECEIVED
MAR 23 1972
FOR FILING
FORM E-30 (REV. 10-69)

624-1085

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1972

To: MEMO TO THE FILES

SUBJECT: Detour Construction for
Bridge Removal
Hubbard Int-Woodburn Int Sec
Pacific Hwy

The request by Anderson to alter the detour pattern for the structure removal was discussed with Tom Edwards this date. Mr. Edwards' objections were to the introducing of the 8° curves into the alignment for the removal of the structures. After some discussion, it was decided that if the contractor merely forced the existing detour as shown on sheet 2D out and parallel to the existing centerline and paid for all the extra materials himself, there would be no objection to the alteration of the removal pattern. Mr. Bobby Johnson was informed of this pattern and requested to deal with the contractor. It is estimated that this will cost approximately $30,000. This cost will be borne entirely by the contractor for the alteration of the contract pattern.

J. B. Boyd
REGIONAL ENGINEER

JBB/km

cc Carroll Keasey
Bobby Johnson
Tom Edwards
A. E. Johnson

NOTED
A. E. JOHNSON

3/27/72
Boyd will submit Price Agreement or per instruction from Tom Edwards & get Part. agrmt
& attempt

3-27-72

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-734

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

RECEIVED
MAR 20 1972
DESIGN SECTION

March 17, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
J. B. Boyd (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We have reviewed the preliminary plans for project:

Hubbard Interchange-Woodburn Interchange Section,
Pacific Highway, Clackamas and Marion Counties

There will be no conflict with wildlife resources on this construction and the project is approved.

Very truly yours,

NOTED
E. S. HUNTER

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

624-1084

RECEIVED

FORM E-30 (REV. 10-69)

769-

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

SUBJECT: Stage Construction
Hubbard-Woodburn Sec
Pacific Hwy

To: Bobby Johnson
RESIDENT ENGINEER

The plan presented in W. Haapala's March 10, 1972 letter for stage construction during removal of the three undercrossing structures has no monitary savings to the State.

This was one of the requirements of State Highway Engineer, Tom Edwards, as indicated in Regional Engineer J. B. Boyd's attached March 8, 1972 memo to the files.

You have indicated that there would be $17,142 of additional roadway cost. If the contrator is agreeable to baring this expense, together with offering say $20,000, this office will make a further presentation.

ORIGINAL SIGNED BY J. G. CANFIELD

John Canfield
REGIONAL OFFICE ENGINEER

GW/JC/km

cc Tom Edwards
A. E. Johnson
F. D. Morgan

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

624-1084

FORM E-30 (REV 10-67)

7642

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1972

To: MEMO TO THE FILE

SUBJECT: Detour Proposal
Demolition of Structures
Hubbard-Woodburn Section
Pacific Highway

I discussed with Tom Edwards, State Highway Engineer, the proposal by Anderson Hannan of a method to remove the structures in lieu of the one shown in the plans. Mr. Edwards said that unless there was a great saving to the Highway Division, the contractor was to do what was shown in the plans. A copy of the proposal is attached.

J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Tom Edwards
A. E. Johnson
C. T. Keasey
Bobby Johnson

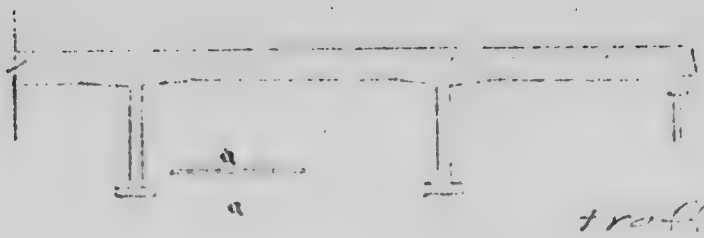
RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

See sheet 2F.

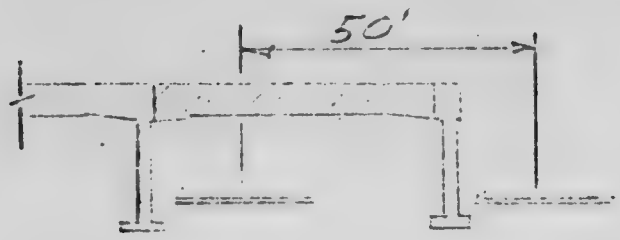
BP*52475-734

1'-2"



Stage 1

traffic on existing
remove span 1 & 5

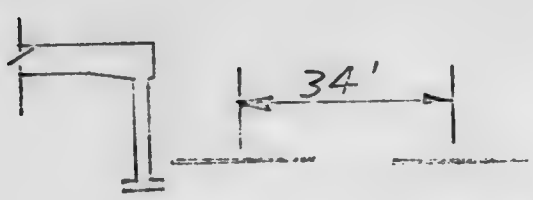


Stage 2

Traffic on temporary
detour remove spans 2 & 4
1 day each span.

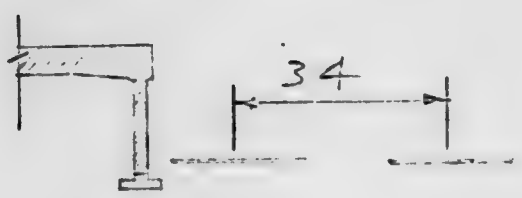
Stage 3

Traffic on existing
remove pier 2 & 5



Stage 4

traffic on existing
finish detour



Stage 5

traffic on detour
remove span 3 and
piers 3 & 4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 3, 1972

Anderson, Hannan, Rogers
and Matich
3427 N.E. Halsey Street
Portland, OR 97213

Gentlemen:

Re: Hubbard Interchange-Woodburn Interchange Section
Pacific Highway
F.A. Project No. I-5-5(52)274
Contract No. 7693
On-The-Job Training

NOTED
A. E. JOHNSON

This letter is to confirm my verbal approval, given at the preconstruction conference held March 1, 1972, of your selection of crafts in which you propose to furnish trainees on this project. I also informed you at that time that with my verbal approval you could commence work.

At the preconstruction conference, you presented your proposed training programs as documented by your letter dated February 29, 1972. In this program, you indicate the trainees are to be provided in the following crafts: Two Ironworkers to be provided by your subcontractor, Mercer Industries Inc.; one Carpenter; one Cement Finisher; five Laborers, one of which will be provided by your subcontractor, Ray Kizer Construction Company, and one Operating Engineer which is also to be provided by Ray Kizer Construction Company.

The Ironworker, Carpenter and Cement Finisher trainees are to be provided under current State of Oregon Apprenticeship and Training Council programs approved by the State and Federal Highway Administration. The training programs for the five Laborers is hereby approved by the State Highway Division.

Approval of the program submitted for the Operating Engineer trainee cannot be given until such time as you submit a program detailing the actual length and type of training to be provided such as you have indicated for the Laborer trainees. You indicate that the approximate starting date for this trainee will be April 17, 1972. I therefore request the detailed program for this trainee be submitted to this office by April 1, 1972 in order that Federal Highway Administration approval of his program may be obtained.

Form E-123

You are reminded that the primary objective of the E.E.O. training program on Federal aid projects is the training and upgrading of minority group members.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
E.E.O. Engineer

MDG:fr

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
J. B. Boyd/att.
Bobby Johnson/att.

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(52)274 Hubbard Interch.-Woodburn 1972
Interch. Section, N. of Salem (Grad.,
#7693 pav., struct., sign. & illum.)

SEE:

CON [redacted] 21-2

I-5 E.

Sp.

Hubbard- Hayes v. Sec.

RECEIVED
FEB 22 1972
FOR FILING

I-5-5(52)274
7693

February 17, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of February 17, 1972, is requested in the award of contract for the Hubbard Interchange-Woodburn Interchange Section, Project No. I-5-5(52)274.

The contractor receiving the award is Anderson-Hannan-Rodgers-Matich in the amount of $9,994,391.00 with Contract No. 7693 assigned. This bid was received on February 3, 1972, and awarded February 17, 1972.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway
Administration endorsement.

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

DAR:alc

RECEIVED
FOR FILING

I-5-7(52)274
7693

bc D. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
Don Trout
J. B. Boyd
Bobby Johnson
William Geibel (SAIF)

February 17, 972

Andersen, Hanman, Rogers and Matich
3427 N. E. Halsey Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission on February 8, 1972, accepted your proposal for work on the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway in Marion and Clackamas Counties and referred it to the Administrator of Highways with authority to award the contract as soon as necessary right of way is acquired and approval of the Federal Highway Administration is received.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7693.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The completion date for all work to be done on this contract is November 30, 1973.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

624-1979

FORM E-99 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

1-5

Salem, Oregon
January 20, 1972

SUBJECT: Dietz Pit

To: Vic Wolfe
LOCATION ENGINEER

Although Assistant Regional Geologist Robert West in his attached January 19, 1972 report on the subject property recommends its acquisition for use as a materials source on the Hubbard Interchange-Woodburn Section, I would recommend the matter be held in abeyance for the following reasons:

(1) The property was optioned December 14. We have 90 days in which this option can be exercised.

(2) Regional Geologist Bill Fretwell now advises, based on his findings in the Dietz Pit, that we can anticipate 1/3 more materials from the Gale Pit than previously anticipated. In other words, there should be sufficient materials in the Gale Pit from which 700,000 cubic yards of manufactured materials can be obtained. This should be very adequate to provide the 575,000 cubic yards that Resident Engineer Bobby Johnson presently estimates as being required.

(3) The contractor, should he use the Gale Pit, might elect some other haul route than through the City Park. If that were the case, the Dietz property would not be a good investment unless an access route was also secured.

(4) Nothing is lost by waiting until near the end of the option period. At that time all of the above factors can be reviewed and the option either exercised or extended.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/jc

cc: Frank Hall
Fred Yarbrough
Rod Henry
Bobby Johnson
Bill Fretwell

1 H
2 T
3 GH
T

JAN 21 1972

SP 92475-734

624-1979

FORM E-20 (REV. 10-62)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1972

To: J. B. Boyd
REGIONAL ENGINEER

ATTENTION: Gerald Wimer

SUBJECT: Dietz Pit as an Aggregate Material Source for the Hubbard Int-Woodburn Sec Pacific Hwy Marion County Section 4, T4S, R1E

Exploration on the above subject has been completed, and it is recommended that this site be used as a materials source. Attached to this report are sketch maps, test pit logs, and drill logs.

Eleven test pits were dug with a backhoe as deep as the material condition and water table would allow. Three holes were drilled with a churn drill for depth.

The overburden is a silty loam and sandy loam which averaged 3' deep. This amounts to 4,840 cubic yards per acre.

The next material layer is small gravel, 1"-0, which contains lots of silt and sand. This layer is about 3' thick.

The crushable gravels begin at a 6' depth and extend to 30'+ at the north end of the property and 27' at the south end. The average rock size may be about 2" with cobbles as large as 12". The gravels are extremely dirty, and for the most part, clay bound from 15' to 30'. Also, a 2'-3' clay layer extends over some of the area at a 15'± depth. Considering 1/3 loss of the bulk quantity of gravel available in 25 acres, about 500,000 of crushed material can be easily produced. This is not taking the swell factor into account.

The Dietz property covers 60 acres. The workable area on the adjoining Gale property is estimated at 37 acres. By combining and using these two properties together, we may easily extract 1,000,000 cubic yards of usable rock and have ample room for a settling basin and plant sites. That is our overall recommendation. The pictures of the test pits are availabe upon request.

Robert West
ASSISTANT REGIONAL GEOLOGIST

cc Vic Wolfe
Frank Hall
Bobby Johnson
Fred Yarbrough

BP 92475-734

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON
THE PIT IS IN

Prefix 624-1979-910 County CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 11' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT NO. 1

Soil & Rock				Drill		Sampler & Hammer O.D. WT. FALL OTHER INFORMATION
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From | To	
					0'-2'	VERY SMALL GRAVEL WITH SILTY SAND.
					2'-6'	SILT WITH SAND (SILTY SAND).
					6'-10'	DIRTY GRAVELS. GRAVELS WITH LOTS OF SAND AND SILT.
					10'-11'	MEDIUM CLEAN GRAVEL. LARGE SIZE 5" AVERAGE SIZE 2½"
						SAMPLED AT 7'-10' FROM STOCK PILE.
						PICTURE OF PILE - 0'-6'
						Water Level 10'
						Driller
						Recorder R. H. West

OREGON STATE HIGHWAY DEPARTMENT
L AND GEOLOGICAL EXPLORATION
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County CLACKAMAS CO. THE PIT IS IN

Equipment Used STATE BACKHOE

Depth 12' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT NO. 2

Soil & Rock				Drill		
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From	To
					0'-2'	SILTY SAND.
					2'-6'	SMALL GRAVEL WITH LOTS OF SAND AND SILT.
					6'-9'	MEDIUM GRAVEL WITH LOTS OF SAND AND SILT.
					9'-12'	LARGE CLEAN GRAVEL. LARGE SIZE 6" AVERAGE SIZE 2½"
						SAMPLE OF PILE @ 7'-10'

Sampler & Hammer

O.D. WT. FALL

OTHER INFORMATION

Water Level 8'

Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer J. JOHNSON

Prefix 624-1979-910 County CLACKAMAS CO. THE PIT IS IN

Equipment Used STATE BACKHOE

Depth 12' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE No. 3-4-2

Hole No. PIT NO. 3

Soil & Rock				Drill		
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From	To
					0	2
					2	7
					7	12

Sampler & Hammer

O.D. WT. FALL

OTHER INFORMATION

0-2 SILTY CLAY.

2-7 MEDIUM SIZE GRAVEL WITH SAND-SOME SILT.

7-12 CLEAN GRAVEL WITH SAND.
LARGE SIZE 6"
AVE. SIZE 2" - 2 1/2"

SAMPLE FROM PILE @ 8'-12'

PICTURES: 2 of PILE
3 of PIT

Water Level 6'

Driller

Recorder R. H. West

OREGON STATE HIGHWAY DEPARTMENT
IL AND GEOLOGICAL EXPLORATION G
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON
THE PIT IS IN

Prefix 624-1979-910 County CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 13' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT No. 4

Soil & Rock				Drill		
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From	To
					0'-6'	MEDIUM SIZED GRAVELS. LOTS of SILT & SAND. SIZE 4"-0".
					6'-13'	LARGE DIRTY GRAVELS. GRAVELS BECOME CLEANER WITH DEPTH. LARGE SIZE 6" AVE. SIZE 2"
						SAMPLE FROM PILE @ 8'-12'
						PICTURES: 4 of PILE 3 of PIT

Sampler & Hammer

O.D. WT. FALL

OTHER INFORMATION

Water Level 11'

Driller

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County THE PIT IS IN CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 12' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT #5

Soil & Rock: Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Drill: Driving Resistance Blows/ ___ in.	Depth Ft. From	To	Sampler & Hammer: O.D. ___ WT. ___ FALL ___
					0'-3'		BROWN LOAM.
					3'-7'		DIRTY SMALL GRAVEL. 3"-0"
					7'-11'		MEDIUM SIZE TO LARGE GRAVEL. LOTS OF SILT AND SAND. 5"-0"
					11'-12'		LARGE GRAVEL UP TO 8". LOTS OF SILT AND SAND.

OTHER INFORMATION

LARGE SIZE 8"
AVERAGE SIZE 2"

SAMPLE: PILE @ 6'-12'

PICTURES: 6 of PILE.
3 of PIT.

Water Level 8'

Driller

Recorder R. H West

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County CLACKAMAS CO. THE PIT IS IN

Equipment Used STATE BACKHOE

Depth 9' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT #6

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From / To	O.D. ___ WT. ___ FALL ___
					0'-3'	OTHER INFORMATION: SILTY LOAM. MULTICOLOR
					3'-9'	SILTY CLAY WITH THIN LENSES OF FINE SAND.
					9'	LARGE GRAVEL. 8"+
						NO SAMPLE
						PICTURES: 3 of PILE 2 of PIT.

Water Level 3'

Driller

Recorder R. H. West

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County THE PIT IS IN CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 8' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT #7

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From / To	O.D. ___ WT. ___ FALL ___
					0'-3'	BROWN SILTY CLAY.
					3'-5'	GRAY-BROWN SILTY SAND.
					5'-8'	SMALL GRAVEL WITH LOTS OF SILTY SAND.
						LARGE SIZE: 4"
						AVE. SIZE 1"
						NO SAMPLES.
						PICTURES: 4 of PIT
						2 of PIT
						Water Level 5'
						Driller
						Recorder R. H. Wolf

OTHER INFORMATION

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON
THE PIT IS IN

Prefix 624-1979-910 County CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 10' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT #8

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From / To	O.D. ___ WT. ___ FALL ___
					0'-3'	BROWN SANDY LOAM.
					3'-10'	MEDIUM SIZE GRAVEL WITH LOTS of SILT. THE SIZE BECOMES LARGER WITH DEPTH.
						LARGEST SIZE: 8"
						AVE. SIZE 2"
						NO SAMPLES.
						PICTURES: 4 of PILE.
						2 of PIT.

OTHER INFORMATION

Water Level 4'

Driller

Recorder R. H. Woof

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County THE PIT IS IN CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 9' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT #9

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From	To	O.D. ___ WT. ___ FALL ___
					0'-3'		BROWN SILTY CLAY.
					3'-6'		SMALL GRAVEL WITH LOTS OF SILT AND SAND.
					6'-9'		MEDIUM TO LARGE SIZE GRAVELS. LOTS OF SAND.
							SAMPLE OF PILE @ 5'-9'
							PICTURES: 2 OF PILE 1 OF MATL IN BUCKET 2 OF PIT

OTHER INFORMATION

Water Level 8'

Driller

Recorder

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County CLACKAMAS CO. THE PIT IS IN

Equipment Used STATE BACKHOE

Depth 7' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE NO. 3-4-2

Hole No. PIT #10

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From / To	O.D. ___ WT. ___ FALL ___
					0'-1'	BROWN SILTY CLAY.
					1'-4'	SMALL GRAVEL WITH SAND LENSES.
					4'-7'	LARGE GRAVEL UP TO 12". VERY DIFFICULT TO DIG WITH BACKHOE.

OTHER INFORMATION

NO SAMPLE

PICTURES: 2 of PIT
2 of MAT'L IN BUCKET.
2 of PIT

Water Level 3'

Driller

Recorder

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project DIETZ PIT Date DEC. 27, 1971

Highway I-5 HUBBARD INT. - WOODBURN Resident Engineer B. JOHNSON

Prefix 624-1979-910 County THE PIT IS IN CLACKAMAS CO.

Equipment Used STATE BACKHOE

Depth 9' Station Lt. C.L. Rt.

Hole Location SEC. 4, T4S, R1E

Purpose of Work GRAVEL SOURCE No. 3-4-2

Hole No. PIT #11

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From / To	O.D. ___ WT. ___ FALL ___
					0'-3'	OTHER INFORMATION BROWN SILTY CLAY.
					3'-7'	MEDIUM SIZE SANDY GRAVEL. 5"-0"
					7'-9'	LARGE GRAVEL. UP TO 10".
						NO SAMPLES
						PICTURES: 4 OF PILE 4 OF PIT
						Water Level 8" Driller Recorder

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project DIETZ PIT Date 1-3, 1972

Highway I-5 HUBBARD INT - WOODBURN Resident Engineer B JOHNSON

Prefix 624-1979-910 County THE PIT IS IN CLACKAMAS CO

Equipment Used CHURN DRILL

Depth 30' Station Lt. C.L. Rt.

Hole Location SEC 4 T4S R 1E

Purpose of Work GRAVEL SOURCE # 3-4-2

Hole No. 72-3

Soil & Rock: Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Drill: Driving Resistance Blows/ in.	Depth Ft. From	To	Sampler & Hammer: O.D. WT. FALL / OTHER INFORMATION
					0'-3'		SOIL (SILTY CLAYS)
					3'-13'		VERY DIRTY SAND + GRAVELS 1"-3" OCC. 6" COBBLES
					13'-30'		VERY DIRTY LARGER GRAVELS 1"-6" OCC 8" COBBLES
							30' END OF HOLE STILL IN GRAVELS
							3'-30' MAIN GRAVELS

Water Level

Driller HERB DUVALL

Recorder PROZINSKI

OREGON STATE HIGHWAY DEPARTMENT
L AND GEOLOGICAL EXPLORATION
Construction Division

Project DIETZ PIT Date 1-3, 1972

Highway I-5 HUBBARD INT - WOODBURN Resident Engineer B JOHNSON

Prefix .624-1979-910 County THE PIT IS IN CLACKAMAS CO

Equipment Used CHURN DRILL

Depth 29' Station Lt. C.L. Rt.

Hole Location SEC 4 T4S R1E

Purpose of Work GRAVEL SOURCE # 3-4-2

Hole No. 72-2

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth FT From | To	O.D. ___ WT. ___ FALL ___ OTHER INFORMATION ___
					0'-1'	SOIL (SILTY CLAYS)
					1'-12'	GRAVELS + COBBLES 1"-6" QUITE DIRTY
					12'-17'	SMALLER DIRTY GRAVELS 1"-3"
					17'-29'	DIRTY COMPACT SANDS AND GRAVELS 0"-4"
						29' END OF HOLE
						MAIN 1'-29' GRAVELS

Water Level ___

Driller HERB DUVALL

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION
Construction Division

Project DIETZ PIT Date 1-3, 1972

Highway I-5 HUBBARD INT - WOODBURN Resident Engineer B JOHNSON

Prefix .624-1979-910 County THE PIT IS IN CLACKAMAS CO

Equipment Used CHURN DRILL

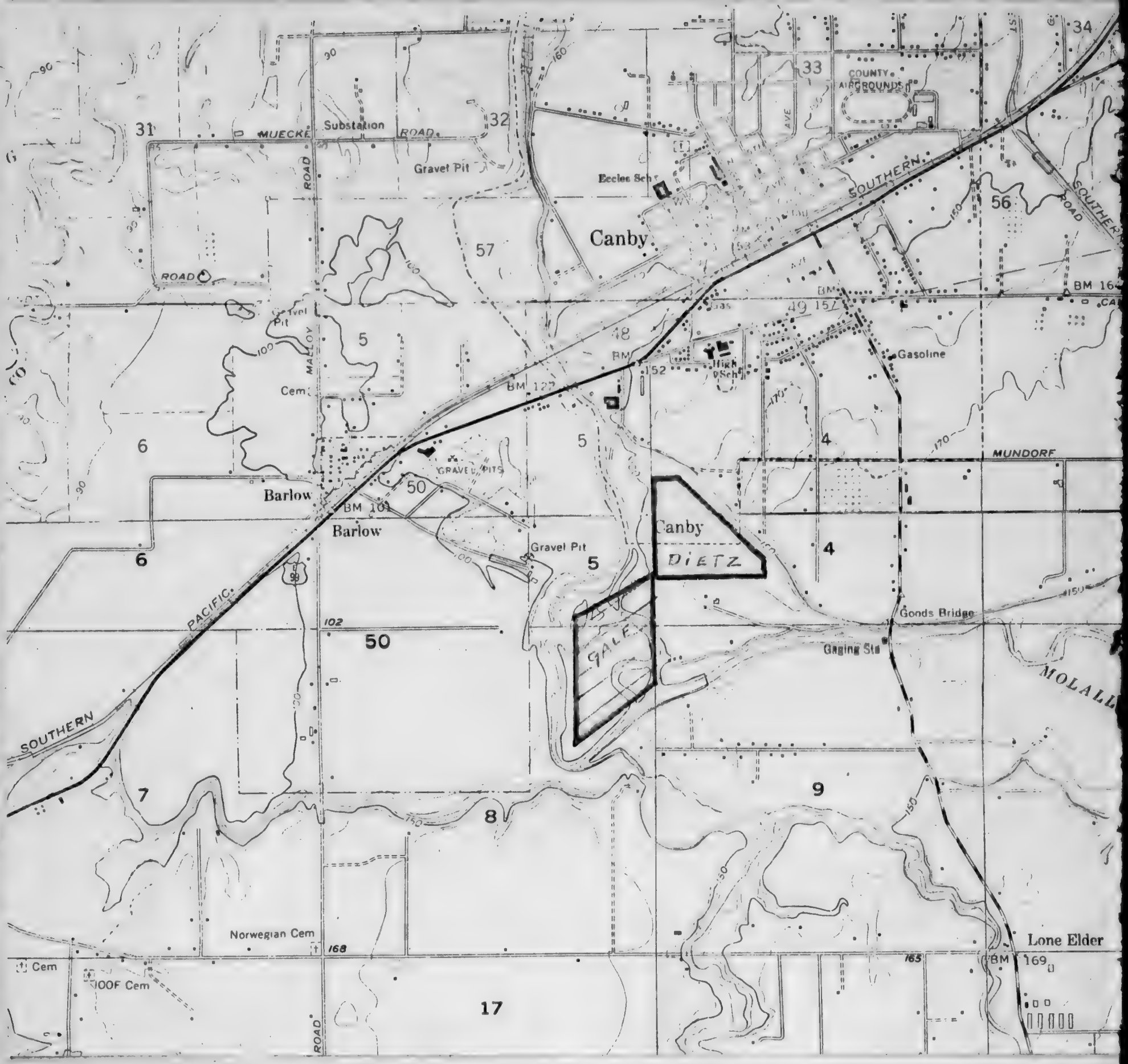
Depth 37' Station Lt. C.L. Rt.

Hole Location SEC 4 T4S R1E

Purpose of Work GRAVEL SOURCE # 3-4-2

Hole No. 72-1

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ ___ in.	Depth Ft. From | To	O.D. ___ WT. ___ FALL ___ OTHER INFORMATION
					0'-5'	SOIL (SILTY CLAYS)
					5'-7'	SMALL GRAVELS ¼"-1½"
					7'-15'	DIRTY GRAVELS 1"-3"
					15'-17'	+ANISE MAJOR CLAY LENSE
					17'-19'	LENSE OF DIRTY SAND
					19'-27'	GRAVELS + COBBLES 1"-5" VERY DIRTY
					27'-28'	CLAY LENSE
					28'-29'	LENSE OF SMALL GRAVELS ¼"-1½"
					29'-37'	SANDY CLAYS
						END OF HOLE 37'
						(5'-27' MAIN GRAVELS)
						Water Level ___
						Driller HERB DUNCAN


Canby
Barlow
Barlow
Gravel Pit
Substation
MUECKE
ROAD
Gravel Pit
MALLOY
ROAD
ROAD
Cem
GRAVEL PITS
BM 101
BM 122
BM
52
High Sch
Eccles Sch
COUNTY
AIRGROUNDS
SOUTHERN
PACIFIC
SOUTHERN
ROAD
BM 164
49 157
Gasoline
MUNDORF
Canby
DIETZ
SALEM
Goods Bridge
Gaging Sta
MOLALLA
Norwegian Cem
168
Cem
IOOF Cem
ROAD
Lone Elder
BM 169
165
31
32
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48
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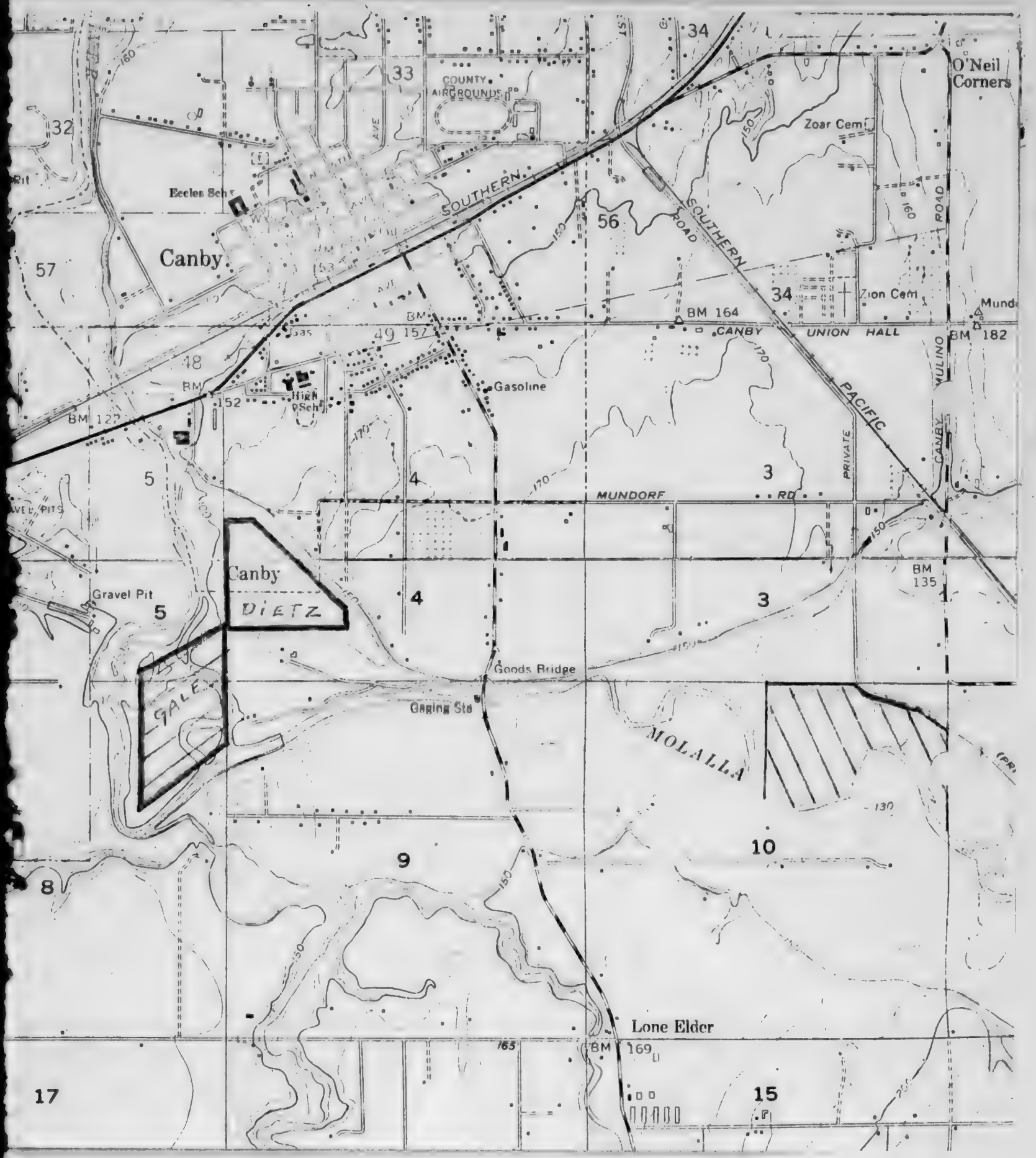
17
102
99
100
150
160
170


O'Neil Corners
COUNTY AIRGROUNDS
Zoar Cem
SOUTHERN PACIFIC
ROAD
Eccles Sch
Canby
Zion Cem
BM 164
CANBY UNION HALL
BM 182
Gas
BM 152
High Sch
Gasoline
BM 127
MUNDORF RD
PRIVATE
CANBY MULINO ROAD
Canby
DIETZ
Gravel Pit
GALE
Goods Bridge
Gaging Sta
MOLALLA
BM 135
Lone Elder
BM 169
32
33
34
56
57
49
48
5
4
3
9
10
8
17
15

SW 1/4 SEC. 4 T.

CLACKAMAS

1"= 200

SEE MAP 4 1E 4B

800
8.86Ac.

1/4 COR.

1700
59.05 Ac.

900
1.93Ac.

1000
0.47Ac.

1100
3.11 Ac.

1001
2.94 Ac.

600
8.14 Ac.

700 0.42 Ac.

1190
0.57Ac.

1200
1.21 Ac.

PIT #11

PIT #3

PIT #10

PIT #8

PIT #2

PIT #1

HOLE #72-3

HOLE #72-2

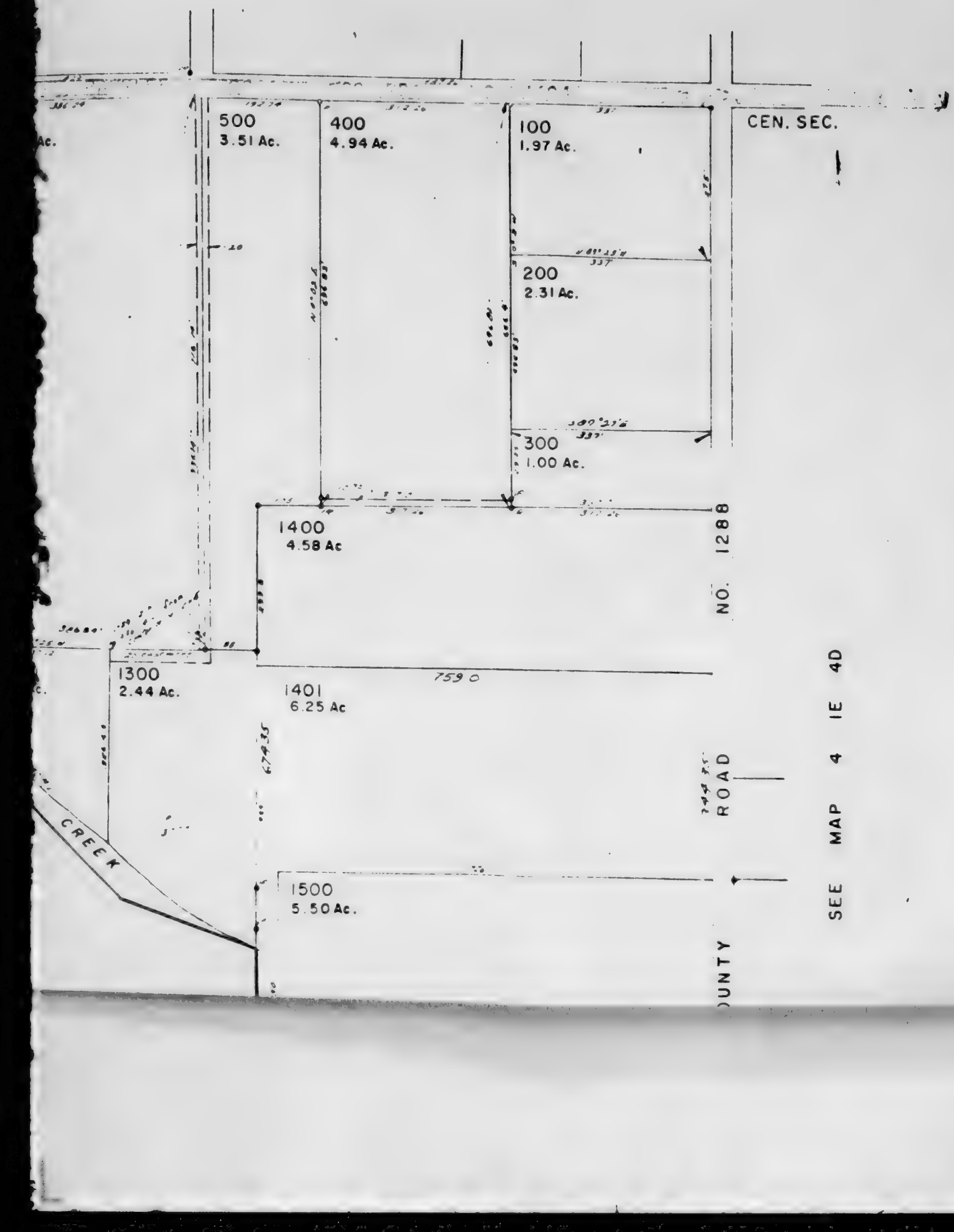
RIDGE

UNAMED

86-02

SEE MAP 4 1E 5

4B


500
3.51 Ac.
400
4.94 Ac.
100
1.97 Ac.
CEN. SEC.
200
2.31 Ac.
300
1.00 Ac.
1400
4.58 Ac
1300
2.44 Ac.
1401
6.25 Ac
1500
5.50 Ac.
CREEK
NO. 1288
ROAD
SEE MAP 4 IE 4D

PIT #4

PIT #9

PIT #5

1800
25.02 Ac.

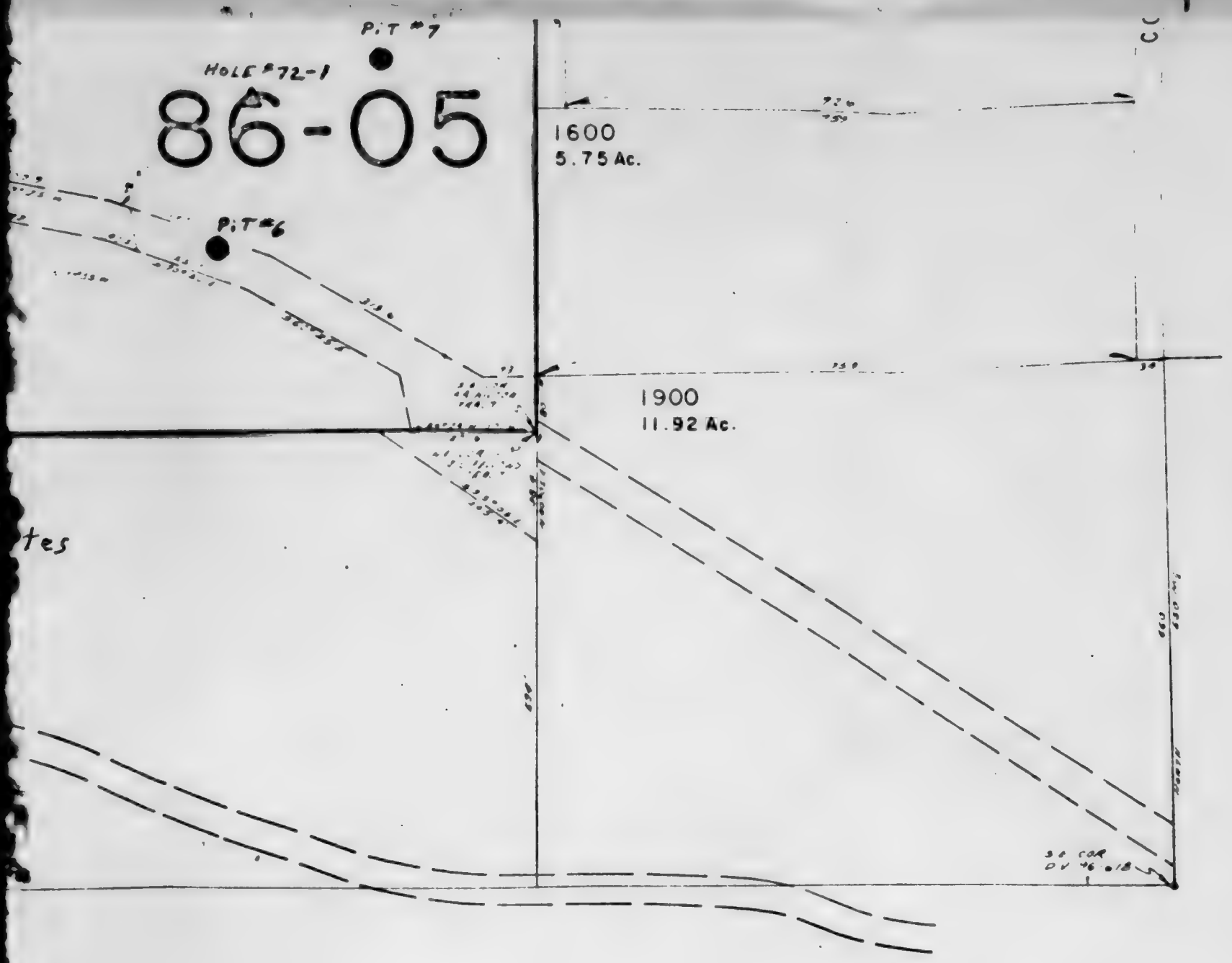
DIETZ PIT

Location of Test Sites

5 4

8 9

SEE MAP 4 IE



EE MAP 4 IE 9

4 IE

624-1979

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1972

SUBJECT: Deer Creek Drainage Problem
Hubbard Int-Woodburn Section

To: Frank Hall
DESIGN ENGINEER

Attached are one detail map, five sheets of local coordinates, related field notes, two sheets of assessors maps, and a January 10, 1972 letter of transmittal and analysis from Assistant Resident Engineer Arlin Bedell.

The survey was intended to depict the area that would be flooded with the existing highway culvert as apposed to the area that would be flooded if there was no highway. You will note the six properties between the highway and the Burlington-Northern Railroad tracks involving 10.66 acres would be affected.

With this information and the fact that it has now been concluded that adequate openings should be provided through the highway fill, no attempt was made to define the properties westerly of the railroad that might also be affected.

This information is being submitted for the record. Should our plans be changed and resort back to simply extending the highway culverts, then it would be necessary to complete this survey.

As it stands, I recommend that the matter be dropped.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Rod Henry
Bobby Johnson

NOTED
L. K. WATSON

RECEIVED
JAN 20 1972
DESIGN
SECTION

Response Reply ☐
Response Approval ☐
Please Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____/____
Other ____

SP*82478-734

FORM E-20 50M 3-62 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1972

SUBJECT: Deer Creek Problem
Hubbard Int. - Woodburn Int.
Pacific Highway (I-5)

To:
Mr. J. B. Boyd
Region II Engineer
EAST SALEM HWY BUILDING

ATT: Mr. G. W. Wimer

Herewith please find one detail map, five sheets local coordinates, related field notes, and two sheets of assessors maps covering the above named area.

The original plan of raising the Nuffers access road from elevation 148.9 to elevation 158.0 and replacing their 72" CMP with a 96" CMP is estimated to cost $12,500.00.

Estimates of cost for flood damages for the area between contours 150 and 156 have not been made by the Right of Way Department.

The area of flooding on the properties between the Oregon Electric R.R. tracks and Pacific Highway I are as follows:

D & E Nuffer	1.19	acres
L & E Yergen	1.02	"
E. Yergen	1.23	"
P. Yergen	2.37	"
G & M Yergen	4.80	"
L & Z Armstrong	.06	"
Total	10.67	acres

The contours on the quad sheet covering this area indicate flooding of another four acres on the G & M Yergen and Armstrong properties west of the Oregon Electric Railroad track. Your memo to the files of 1-5172 has led us to suspend doing field work west of the railroad.

Any time in the future that a completed map becomes necessary, the field work can be continued without difficulty.

Arlin M. Bedell

Arlin M. Bedell
Ass't. Resident Engineer

cc: file

Form FHWA-121 (12-[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED JAN 20 1972

FOR FILE I-5-5(52)274

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 18, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section
Contractor's Access to Right of Way
(Mr. Young's January 12 letter)

We concur in the addition of four right of way files to the area of right of way restriction for this project. The added files are:

File	Owner
46885	Wurdinger
46915	Johnson
46916	Marion County
47015	Johnson

1-20-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

All of these files, however, are to be available to the contractor by March 1.

This supplements our January 9 determination that it is in the public interest to proceed with this project even though all right of way will not be available to the contractor at the time of contract award.

This increases to 10 the total number of files to be included in the restriction.

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

FORM

LETTER OF APPROVAL AND/OR AUTHORIZATION

JAN 20 1972

FEDERAL AID PROJECT NO.
I-5-5(52)274

STATE PROJECT NO.
HUBBARD INTERCHANGE - WOODBURN, INTERCHANGE.

COUNTY NAME
MARION AND CLACKAMAS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM:
For R. G. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

1-18-72

PROGRAM NO.

ITEM NO.
I-670

TO:
I-5-5(52)274
-123

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
JAN 18 1972
OFFICE OF STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 12, 1972	JANUARY 12, 1972	INTERSTATE ROUTE 5

STATE ROUTE NUMBER
PACIFIC HIGHWAY ROUTE 1

1-20-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

GENERAL LOCATION:
SOUTH OF PORTLAND

GENERAL DESCRIPTION OF WORK: AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $15,000; TEMPORARY EROSION CONTROL IN AMOUNT OF $20,000; ON THE JOB TRAINING IN AMOUNT OF $8000 AND STAGE CONSTRUCTION PAVEMENT STRIPING WITH STATE FORCES $10,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER (Specify)

CONTRACTOR'S FLAGGING	$15,000
TEMPORARY EROSION CONTROL	20,000
ON THE JOB TRAINING $	8,000

STAGE CONSTRUCTION PAVEMENT STRIPING W/STATE FORCES $10,000

REMARKS

MR. YOUNG'S JANUARY 4, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIAL IS APPROVED FOR USE ON THIS PROJECT.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SEC. 10912-"FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING THE RIGHT TO ENTER AND USE ALL RIGHT OF WAY EXCEPT THOSE 10 PARCELS SPECIFICALLY EXEMPTED BY OUR JAN. 6TH & 18, 1972 MEMORANDUMS, PRIOR TO REQUEST FOR CONCURRANCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-18-72	R. G. Simpson	For DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FOR FILING
I-5-3 (52) 274
7453

January 12, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Hubbard Interchange-Woodburn
Interchange Section
Project I-5-3(52)274

Dear Sir:

In addition to the right-of-way files listed in our January 3, 1972 letter and your approval letter of January 6, 1972, we wish to add the following four files to the area of right-of-way restriction:

File	Owner	Location	Date Restriction Ends
46885	Wurdinger	Sta. 1073	March 1, 1972
46913	Johnson	Sta. 1073	March 1, 1972
46916	Marion County	Sta. 1055	March 1, 1972
47013	Johnson	Sta. 1068	March 1, 1972

These four files have privately owned fences adjoining existing frontage roads which must be built in new location before the old fence can be removed because there is cattle in the fields. The owners contend that they will not have time to move them by award date but will move the fences by March 1, 1972.

This is a very limited area involved in a 9-mile section and will not affect the contractor for the short 3-week period involved.

Enclosed are two copies each of sketch map of the area with the file nos. and area outlined in red. The right-of-way has previously been authorized by your Right of Way Section. If further information is needed, please advise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

DAR:bb

Enc.

cc: C. G. Swensen
R. E. Chase
John Oakes

OREGON STATE HIGHWAY DIVISION

I-5-5(52)274
7673

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 7, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Sir:

Hubbard Intch.-Woodburn Intch. Section
Pacific Highway, I-5
Butteville Rd., Fargo Rd., Fellers Rd. Bridges
Bridges 7795A & B, 7796A & B, 7799A & B

Our letter to you dated December 27, 1971, asked for your participation with FAI funds in the cost of replacing the existing decks on subject structures.

The construction cost of the existing decks was $37,640 (total for six structures), based on contract unit prices and calculated quantities. Demolition of the existing decks is estimated to cost $30,000 ($5,000 per structure) and will be a separate bid item. Averaging the amounts bid by all bidders for the demolition item, would result in an equitable determination of cost for this item.

Please advise if any further information is required for a determination of the extent of your participation in the proposed deck replacements.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LLW:ag:dh

cc A. E. Johnson
L. H. Young
V. E. Skoog

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-5(52)274
7693

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 6, 1972

In reply refer to: 10-35.DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange - Woodburn Section
Borrow Sources

Mr. Young's December 29, 1971 letter points out the benefits of designating State-owned borrow sources for mandatory use on the subject project. The use of the proposed sources is shown to be economical, provides protection against random borrow scars along the highway, and will result in the ultimate development of public recreation areas by the State Game Commission. I therefore concur in the designation of the specified sources for mandatory use as being in the public interest.

Reimbursement will be made on the basis of a cost of 9 cents per cubic yard of borrow for a total cost not to exceed that of the two parcels.

1-13-72

cc: L. H. Young
Urb Wolfe
Frank Hall

1-7-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

I-5-5(52)274
7693

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 6, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(52)274
Hubbard Interchange-Woodburn Interchange Section
Contractor's Access to Right of Way

Based on the information furnished in Mr. Young's January 3, 1972 letter, it has been determined as provided in Paragraph 10 of PPM 21-6.3 to be in the public interest to proceed with the subject project although all of the right of way will not be available to the contractor at the time of the award of the contract.

Six parcels, file nos. 46886, 46887, 46888, 46892, 46898 and 46899 will not be available until March 1, 1972.

1-7-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

1-13-72

cc: L.N. Young
Vic Wolfe
Frank Hall
Bob Royer

NOTED
F. B. KLABOE

RECEIVED
JAN 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

I-5-5(52)274
Y62

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Mr. Simpson:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 27, 1972.

EHS-T-5015(3)	Washburn Way at Shasta Way
ER-220(1)	Sawyers Rapid and Elkton Slide Section
EHS-T-5003(3)	Ninth St.-Fourteenth St. (Astoria)
EHS-U-105(24)	N.W. 185th Ave. Interchange Section
I-5-5(52)274	Hubbard Int.-Woodburn Int. Section
I-5-5(53)283	Hubbard Interchange Section
EHS-I-5-5(54)258	Market St. Interchange

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1954, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

DAR:dg

RECEIVED
JAN 5 - 1972
FOR FILING

FCC(02)274
7693

January 3, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Hubbard Interchange-Woodburn
Interchange Section
Project No. I-5-5(52)274

Dear Mr. Simpson:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are six right-of-way files involved in the restriction on this project listed as follows:

File	Owner	Location	Date Restriction Ends
46886	Chin	Sta. 1104	Mar. 1, 1972
46887	Valverde	Sta. 1104	Mar. 1, 1972
46888	Aline	Sta. 1095	Mar. 1, 1972
46892	Hoffman	Sta. 676	Mar. 1, 1972
46898	Zacher	Sta. 680	Mar. 1, 1972
46899	Madison	Sta. 681	Mar. 1, 1972

These properties are not needed for the main highway construction, but are required for construction on the crossroads after the structures over the freeway are rebuilt. This work on the cross-roads will not be started until late spring 1972 and will not delay the contractor's working schedule.

The above files are not clear because the method of handling the structure crossings was not decided until recently and the right-of-way needs were not known prior to that time.

The attached sketches delineate the restricted right-of-way outlined in red and the contract specifications will contain the restrictive clause and controlling dates as required in paragraph 6e of PPM 21.6-3, that the areas as shown will not be available for the contractor's use until after March 1, 1972.

There are important advantages to award the contract at the scheduled time rather than delaying till the right-of-way is completely clear in that the construction is planned to be started and completed on schedule with the right-of-way purchase in the limited area described above, the project is designed and ready for award and the financing is available. The restriction will not cause any delay to the contractor in the final completion date or increase the cost of the overall project. Considering the above-mentioned facts, we feel it is in the public interest to advertise for bids to be received on January 27, 1972.

Enclosed are two copies of a right-of-way sketch of the area involved. If further information is necessary, please advise.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachments

DAR:dg

bc F. B. Klaboe
E. S. Hunter
Frank Hall
John Oakes
C. G. Swenson
R. N. Chase

RECEIVED
JAN 7 - 1972
FORM E-30
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1971

SUBJECT:

To:

Mr. L. W. Rullen
Regional Engineer
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

NOTED
F. B. KLABOE

Confirming the information given to you by phone today, we have been instructed to proceed with the closure of the temporary Butteville Interchange after the new Hubbard Interchange is open to full use to public traffic. It was suggested that the closure be delayed for about two weeks after the Hubbard Interchange opening to allow a transition period, but that signs be placed at the temporary Butteville ramps advising users specifically of the upcoming closure.

It is understood that the temporary Butteville facility will remain in place only for use for a short time by the Hubbard Interchange contractor for his A. C. hauling vehicles when he completes his paving in order to fulfill any contractual obligation we have to him.

You are to proceed on the above basis unless instructed to the contrary at a later time.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
cc: F. B. Klaboe
A. E. Johnson
Frank Hall
Walter J. Hart
J. B. Boyd

RECEIVED
DEC 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1972
FOR FILING

Const
Alt
Pac E

Bullwinkle Rd

December 6, 1971

The Honorable Allen B. Pynn
State Representative
949 S. E. 7th Avenue
West Linn, Oregon 97068

Dear Mr. Pynn:

Your letter of December 2, addressed to Mr. George Baldwin concerning the temporary interchange on I-5 south of Wilsonville, has been received.

Mr. Baldwin is out of the state this week, but your letter will have his immediate attention when he returns on December 13.

Sincerely yours,

Florence Neavoll
Secretary to Mr. Baldwin

fn

cc Tom Edwards

L

1-7-72 - Mr. Baldwin discussed with Rep. Pynn by phone. Rep. Pynn and Rep. Thornton will contact Mr. Baldwin later to discuss this.
fn

HOME ADDRESS
ALLEN B. PYNN
948 SE 7TH AVE.
WEST LINN, OREGON 97068

CLACKAMAS COUNTY

COMMITTEES
MEMBER:
AGRICULTURE
FISH AND GAME
JUDICIARY
PUBLIC WELFARE

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

December 2, 1971

Mr. George Baldwin
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The residents in the area West of the temporary interchange on I-5 at the Butteville Road, two miles South of Wilsonville, have asked for help. They request that this interchange be left open when the construction at Wilsonville is complete, and that plans for widening the highway include a standard interchange at that location.

There are several good reasons for having an interchange at that location. It serves a large and growing population area. Residential development has expanded in and around Butteville; the Century Meadows subdivision, which has added 29 new homes in the last two years, will open an additional 80 homesites in the spring of 1972, and will continue to expand further in following years. Further subdivision will be generated by the influence of Charbonneau Village. When area-wide sewerage facilities are built, the area will be largely developed into residential use; and access to newly-improved Champoeg Park is easiest from this interchange.

Alternate access routes to the freeway for residents of this area are quite unsatisfactory. They can backtrack four miles to the interchange at Fargo Road. They can follow a narrow, winding and dangerous road South to the Aurora interchange at Wilsonville. Or, they can drive East, past the freeway to the Wilsonville-Hubbard road. Here they must enter a fast, two-way, two-lane road. Cars leaving that road must nearly stop, to make the tight turn onto the narrow side road. The drivers who misjudge, make this route increasingly dangerous as the area grows in population. This intersection has averaged two reported injury producing accidents per year in 1968, 1969 and 1970, and numerous fender-benders and near-misses have gone unreported.

The temporary interchange is not constructed to the standards of the newer exits, but it is quite adequately handling its 2,300 cars per day

in the South-off and North-on ramps. It is of similar design to exits at Haines Road, Nyberg Road (Tualatin), Woodburn, and Market Street in Salem, which have carried loads up to 2,500 cars per day for several years. Closing the interchange would cost some money, which would be saved by leaving it open. A modest, simple interchange, included in the widening plans, would complete the I-5 design for this area for many years.

Many of the residents in this area have requested this change in plans. Some have individually followed through by checking with State Highway offices to obtain additional information. If it would help, we can obtain signatures from dozens, and perhaps several hundred, who favor the change. We have also discussed it with the Marion County Public Works Department Assistant Director, Theodore Kuenzi, and had very favorable response. We know of no person or other reason opposing the change.

Very truly yours,

Allen B. Pynn

Allen Pynn
State Representative

AP/pr

cc: Representative Roger Martin
Representative Jack Anunsen
Representative Morris Crothers
Representative Norma Paulus

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

624-1979

Salem, Oregon
November 18, 1971

F. D. Morgan
CONSTRUCTION ENGINEER

Butteville Road Interchange
Hubbard Interchange-Crosby Road
Pacific Highway

An attempt is being made to secure a gravel pit at the westerly edge of Canby for use on the Hubbard Interchange-Crosby Road section. If this source is obtained, therewould be some economic advantage to the Hubbard Interchange-Crosby Road contractor to have a temporary interchange at Butteville County Road. This is where the present temporary interchange exists for the Hubbard Interchange section.

Leaving this temporary interchange for the future contract has been discussed with Region I Construction Engineer Al Harwood. There are some advantages and disadvantages.= To leave this temporary interchange would require a negative price aggeement on the present contract and some extentions of the temporary easement.

The advantages and disadvantages will be reviewed by Al Harwood and this office in the near future, and further recommendation made to you.

NOTED
F. D. KLABOE

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/km

cc Frank Hall
Al Harwood
Lowell Stratton

REGION 2 ENGINEER
RECEIVED
NOV 18 1971
RE RCE RME RIE ROE
ULE GEO TA FILE

BUF 11-29-71

RECEIVED
I-5-2(52)274
7693

December 29, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Hubbard Intchge.-Woodburn Sec.
Project No. I-5-5(52)274

Dear Sir:

We hereby request approval of the mandatory use of State-furnished borrow material for embankment and topsoil from two borrow sites. One of the areas involved has been the property of the State since 1953 and the other area is being purchased to provide sufficient combined material to construct a total of 260,000 cubic yards of embankment and topsoil material. This request is being made to conform with PPM 21-6.3, paragraph 14, based on the following justification:

1. The borrow areas are being developed in cooperation with the Oregon State Game Commission for usable habitat sites for fish and as recreational areas for the local citizenry. The agreement reached with the Game Commission is that they will assume the maintenance responsibility and that ownership would be transferred to them.

2. Reimbursement will be requested from the FHWA at the rate of 9 cents per cubic yard based on remeasure of the borrow sites but not to exceed the cost of the two parcels. Justification for the cost of 9 cents per cubic yard is as follows:

    a. File No. 20280 now owned by the State was purchased in 1953 as a parcel (2) excess property for $5,785 and File No. 46914 is optioned also as a parcel (2) excess property for $19,100, making a total cost of $24,885 for the borrow areas.

    b. Estimated quantities available and needed to construct the 260,000 cubic yards of embankment with expected shrinkage is 275,000 cubic yards.

c. 275,000 cubic yards at $24,885 equals 9 cents per cubic yard.

3. We feel it is in the public interest to utilize this method of borrow because:

a. We are saving monetarily because the Cost Analyst records indicate that contractors have been paying, statewide, from 10 cents to 25 cents per cubic yard for borrow.

b. The State Land Board charges 15 cents for borrow material from their sources.

c. The State Game Commission will obtain a much needed recreational site at a very minimal cost.

d. File No. 20280 is being utilized at the 1953 price of $385 per acre rather than a 1971 cost of $870 per acre.

4. This plan protects the environment and ecology of the area by specifying and controlling borrow sources rather than the possibility of multiple borrow scars along the highway.

Access to the parking lots needed at the pond sites will be available from Boones Ferry Road for one and from a frontage road for the other.

Attached is a copy of the letter agreement with the Oregon State Game Commission, and if further information is needed, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Attachment

cc: F. B. Klaboe
F. L. Hall
F. D. Morgan
C. G. Swanson
John Oakes
R. N. Chase

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

NOTED
F. R. NLA90E

Section: Hubbard Interchange - Woodburn Interchange
Highway: Pacific (FAR 46)
County: Clackamas and Marion
Prefix: 624-1979

Res. Engr. B. D. Johnson
Approx. Length 9.5 ± miles
Sta. 650 ± to Sta. 1146+64 ±
Date 12-29-71

Mean Truck A.D.T. 4061
Traffic Coefficient 12.5
18 kip s. a. per day 1979.5

Annual Precipitation 40"±
Frost Penetration - - - -
CBR Total Requirement 40.5"

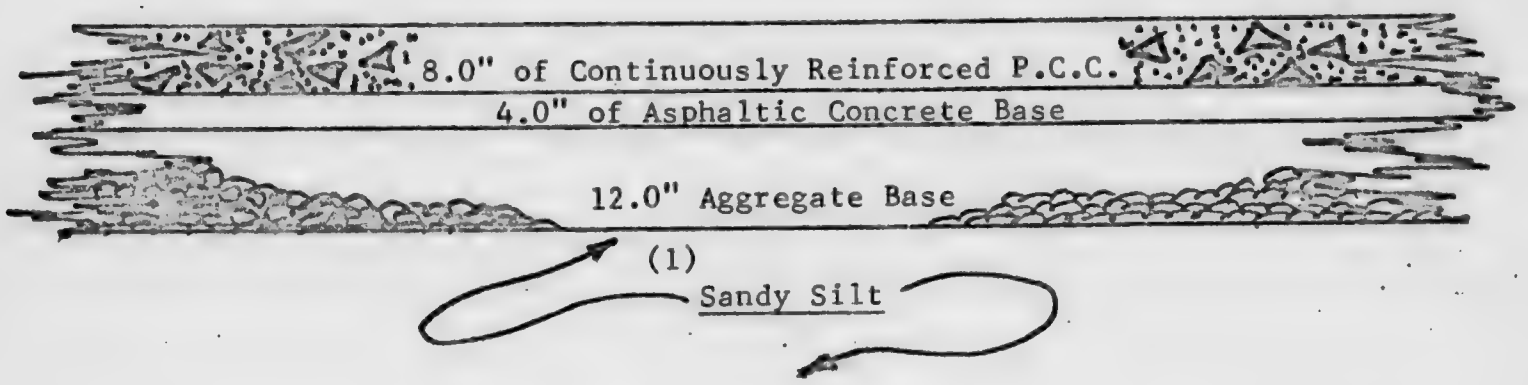
(1)

Typical Soil		Materials Source:
29	LL	
7	PI	
100	%P 10	To be determined
89	%P 200	by the Engineer.
0	% Gravel	
3	% C Sand	
7	% F Sand	
70	% Silt	
20	% Clay	
9	R Value	
A-4	AASHO Classif.	

Credit	Actual Thick.	Component
	8.0	C.R.P.C.C.
	4.0	A.C.B.
	12.0	A.B.
	24.0	

See attached sheets for computations.

STRUCTURAL SECTION
"NEW WORK"



See Page 4 for computations.

-over-

Submitted by E. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory&Needs Engineer

SECTION: Hubbard Interchange - Woodburn Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Clackamas and Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate* Level	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
New Work Mainline	2.0"	18.0"	---	---	40.0"	20.0"
11.0 - 12.0	2.0"	8.0"	2.0"	15.0"	37.0"	27.0"
10.0 - 11.0	2.0"	6.0"	2.0"	16.0"	34.0"	26.0"
9.0 - 10.0	2.0"	6.0"	2.0"	12.5"	30.5"	22.5"
8.0 - 9.0	2.0"	4.0"	2.0"	13.5"	27.5"	21.5"
7.0 - 8.0	2.0"	3.0"	2.0"	12.0"	24.0"	19.0"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"
Detours for Less than one year	2.0"	4.0"	---	10.0"	----	16.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
* 1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
* 1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

*Does not apply to mainline.

TRAFFIC ANALYSIS

SECTION: Hubbard Interchange - Woodburn Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Marion

20,000 Present ADT (1970)

12.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	540	2.3	1242	891	450	400,950
3	310	2.3	713	512	1000	512,000
4	150	2.3	345	248	1250	310,000
5	1450	2.3	3335	2393	3180	7,609,740
6	10	2.3	23	17	2570	43,690
				4061	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 8,876,380

TWENTY YEAR EWL 177,527,600

TRAFFIC COEFFICIENT 12.5

% TADT	Average Annual Design EWL	20 Yr. EWL	TC
80	7,101,104	142,022,080	12.1
20	1,775,276	35,505,520	10.3

SECTION Hubbard Inter. - Woo[illegible]rn Inter. HIGHWAY P[illegible]ific (FAR 46)
COUNTY Clackamas and Marion DATE 12-29-71

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 9
Subbase Depth 12.0" C.T.B. Depth 4.0"
k-Values: Basement 70 Subbase 145 C.T.B. 260
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. Eff. 9.0"

Credits		
8.0"	C.R.P.C.C.	9.0"
4.0"	A.C.B.	4.0"
12.0"	A.B.	12.0"
----		----
----		----

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	350	0.67	4,500	172	4
34	44.2	345	0.66	6,000	326	5
32	41.6	330	0.63	14,000	326	2
30	39.0	310	0.59	42,000	200	--
28	36.4	300	0.57	75,000	200	--
26	33.8	285	0.54	180,000	402	--
24	31.2	270	0.51	400,000	2,831	1
22	28.6	---	----	- - - -	19,726	--
20	26.0	---	----	- - - -	- - - -	--
18	23.4	---	----	- - - -	- - - -	--
TANDEM AXLE LOADS						
50	65.0	320	0.61	24,000	1,279	5
48	62.4	310	0.59	42,000	1,279	3
46	59.8	300	0.57	75,000	2,873	4
44	57.2	290	0.55	130,000	3,802	3
42	54.6	275	0.52	300,000	7,982	3
40	52.0	265	0.50	- - - -	8,131	--
38	49.4	250	----	- - - -	45,745	--
36	46.8	---	----	- - - -	158,871	--
34	44.2	---	----	- - - -	- - - -	--
32	41.6	---	----	- - - -	- - - -	--
30	39.0	---	----	- - - -	- - - -	--
28	36.4	---	----	- - - -	- - - -	--

Total % Fatigue Used 30

SECTION Hubbard Inter. - Woodburn Inter. HIGHWAY Pacific (FAR 46)
COUNTY Clackamas and Marion DATE 12-29-71

Axle Load Kips	80% 2 Axle TADT = 713		80% 3 Axle TADT = 410		80% 4 Axle TADT = 198		80% 5 Axle TADT = 1914		80% 6 Axle TADT = 14		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE 1970 - 1990 Traffic											
35							0.09	172			172
34							0.17	325			325
32							0.17	325	—	—	325
30							—	—	14.3	200	200
28							—	—	14.3	200	200
26	—	—			—	—	—	—	28.7	402	402
24	1.75	1,248	—	—	3.72	737	0.44	842	—	—	2,827
22	5.91	4,214	3.10	1,271	9.20	1,822	6.28	12,020	27.4	384	19,711
20	40.4	28,805	86.9	35,629	202	39,996	419	801,966	60.4	846	907,242
18	128	91,264	334	136,940	611	120,978	2060	3,942,840	349	4,886	4,296,908
TANDEM AXLE											
50			0.55	226			0.55	1,053			1,279
48			0.55	226			0.55	1,053			1,279
46			—	—			1.50	2,871			2,871
44			1.10	451			1.75	3,350			3,801
42			1.72	705	—	—	3.80	7,273			7,978
40			1.72	705	5.66	1,121	3.29	6,297	—	—	8,123
38			0.62	254	9.09	1,800	22.6	43,256	28.8	403	45,713
36			13.8	5,658	12.1	2,396	78.3	149,866	61.4	860	158,780
34			62.7	25,707	35.4	7,009	262	501,468	62.9	881	535,065
32			136	55,760	145	28,710	576	1,102,464	272	3,808	1,190,742
30			61.7	25,297	164	32,472	292	558,888	462	6,468	623,125
28			61.7	25,297	164	32,472	292	558,888	462	6,468	623,125
26			61.7	25,297	164	32,472	292	558,888	462	6,468	623,125

SECTION: Hubbard Interchange - Woodburn Interchange

HIGHWAY: Pacific (FAR 46)

COUNTY: Clackamas and Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

The economic analysis was completed by the Design Engineer and is available through the Design Section.

RECEIVED
JAN 3 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

Hubbard Intch.-Woodburn Intch. Section
Pacific Highway, I-5
Butteville, Fargo & Fellers Bridge Widenings
Bridges 7795A & B, 7796A & B, 7799A & B

Subsequent to your letter of December 13, 1971, regarding the deck overlays on subject structures, the decision was made to overlay the existing pavements with eight inches of P.C.C.

In order to meet the approaching pavement grades, the finish grade at the structures must be approximately twelve inches above the elevation of the top of existing concrete deck. There is an average A.C. overlay thickness of four inches over the existing bridge decks.

We propose to remove and replace the existing decks with decks design to modern standards. This will require the placement of falsework supports under the existing beam stems. The estimated cost of replacing the decks of the six structures is $217,000 which includes an allowance for engineering and contingencies.

Your approval of participation with FAI funds in the above discussed deck replacements is requested.

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer
By

Walter J. Hart
Bridge Administration Engineer

LLW:dh

cc A. E. Johnson
L. H. Young
V. E. Skoog

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Gale Gravel Pit
Canby Area
Hubbard Interchange-Woodburn Sec.

It is proposed that the subject material source be made available to the contractor on the Hubbard Interchange-Woodburn Section. A "lease and sale of road materials" agreement has been obtained from John Gale that would allow use of this source during 1972 and 1973. A copy of this agreement is attached. It should be made a part of the specifications.

This source has been explored. You already have a copy of Regional Geologist William Fretwell's December 1 report. This report needs to be supplemented. Recent Central Laboratory tests indicate the fine concrete aggregate fails the sodium sulphate test. In fact, there are some areas that even the coarse concrete aggregate have borderline or failing sodium sulphate test. This doesn't mean that satisfactory concrete aggregate cannot be made from this source. Only that it will be more expensive to do so. This cost differential may be so great that for at least a portion of the material, the contractor may elect a different source. This should be brought to the contractor's attention in the specifications.

Mr. Fretwell's report also indicates there is adequate material available in the source to make 545,000 cubic yards of crushed aggregate. This figure has been questioned, particularly since the last word was that 550,000 cubic yards of crushed aggregate were required for the project. New cross-sections have been plotted and computations made that would indicate there is 700,000 cubic yards of pit run aggregate available. A review with the local crushing companies and the Central Laboratory would indicate there could be a loss as high as 30 per cent in some sources. Every indication in this particular source would lead us to believe this loss should not exceed 25 per cent. Based on the 25 per cent, there should be adequate aggregate available to make 525,000 cubic yards of crushed material. It is quite likely that additional aggregate can be obtained by going deeper. Our computations are based on the depth of the test holes. We couldn't go deeper without digging a larger hole.

NOTED
L. K. WATSON

RECEIVED
DEC 23 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receipt Keep ☐
Do not File ☐
Return to _____
Initial Up _____
Other _____

SP 92475-734

Just in case adequate materials cannot be obtained from the Gale property, an option has been secured, a copy of which is attached, on the adjoining Ralph R. Dietz and Robert Torgeson property. This property is being explored at the present time. Should it prove to have aggregate of sufficient value and the option be exercised, then it could also be made available to the contractor, but there should be a stipulation that it not be used unless the Gale property proves inadequate.

Zoning has been checked relative to using the Gale property as a gravel pit. A copy of my December 14, 1971 report to Vic Wolfe is attached.

Should the Gale property be selected for use by the contractor, there should be certain development requirements. These should include:

1) The 150' set back from all property lines and the river bank included in the agreement with Gale.

2) Slopes in the pit should not exceed 1 1/2: 1

    1) Actually, the Clackamas County zoning regulations will allow slopes as deep as 1-1. That is too steep for a gravel pit.

3) There are 260,000 cubic yards of overburden. These cannot be removed from the Gale property without paying a royalty. The only logical solution is to fill the portion of the property that is available for plant setup with an average 6' depth. Also, the 150' strip can also be filled in with a 6' depth. The portion of the 150' strip adjacent to the Molalla River should not have any overburden placed on it. In fact, the tree growth should be preserved. The stockpile portion will accommodate 82,000 cubic yards and the portion of the strip available for such disposal 102,000 which would leave 80,000 that would have to be disposed of in the gravel pit.

4) It should be noted that the Clackamas zoning requirements for "Property to be used for production shall be enclosed along the exterior boundaries thereof by a sight obscuring fence, except for reasonable areas of access and egress".

5) Copies of the typical section utilize in recomputing the quantity of material available in this source are attached. These could be utilized in showing a development plan in the plans. Also attached is an aerial map of the area. A portion of the lines involved are shown on it.

Access will be a problem. The only means of access that has been completely worked out is through the Canby City Park. An agreement with the City of Canby is attached. It should also be included in the Specifications. The City Park route will also involve crossing a portion of the Dietz and Torgeson property. In case we do not acquire that property, an option has been taken for a temporary easement on the most westerly 150' for 1972 and 1973. The cost is $750 which the contractor should bear should he elect to utilize that route.

The second possible route is by way of Walnut Avenue from Pacific Highway East MP 22.68 thence over China Avenue and Bellvue Avenue and a temporary easement from Al Molar. This easement would cost the contractor 5 cents per ton for all material hauled over the Molar portion of the roadway. It also involves crossing the Molalla River. No arrangements have been made with the State Land Board or Water Resources Board. It would be my thought that should the contractor elect to utilize this route, he be obligated to furnish a set of plans and specifications for a structure. These plans and specifications could then be forwarded on the contractor's behalf for a permit from the Land Board and Water Resources Board.

The third possibility is by way of Market Road #9 from the Pacific Highway MP 22.83 and a temporary easement from Hulit and Rigdon. These temporary easements have not as yet been secured. This route would also involve a structure across the Molalla River with the same requirement as on Route #2 above.

The fourth possible route also involves the Hulit property and Market Road #9, but instead of crossing the Rigdon property in the river crossing, it utilizes the McCarthy property. An option has also not been secured on the McCarthy property. Again the same requirements regarding crossing the Molalla River.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Vic Wolfe
Bobby Johnson

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building
2382 East State Street
Salem, Oregon 97310

December 21, 1971

Mr. Jim Herbison
Public Works Director
City of Canby

Dear Mr. Herbison:

It is the desire of the State Highway Division to acquire, for use during all of 1972 and 1973, an access easement for a 32 foot wide, crushed rock, surfaced roadway across City Park property for the purpose of transporting construction materials from a nearby borrow area lying southerly and easterly from the Canby City Park property. A route has been proposed to pass along the northerly bank of the lake, situated in the City Park, as drawn on the accompanying sketch. In consideration of which the State does propose to accomplish the following items:

1. State will conduct a survey prior to construction of the proposed road way to insure that the roadway will be constructed entirely upon City of Canby property from its junction with the present roadway to the point where it will cross the easterly boundary of said property. A copy of the survey, including centerline information, will be given to the City.

2. The State will remove and relocate the existing park entrance gates southerly of the junction of the park road and the said access roadway. At the termination of the roadway use, the gates will be moved back to their original location.

3. State will place an asphalt concrete overlay, to a width of 24 feet and a depth of 4 inches, and maintain, during its use thereof, the existing roadway, known as Bell Avenue between the Pacific Highway and the junction with the proposed roadway. Such widening and/or resurfacing work shall be so conducted as to insure uninterrupted operation of the City's present drainage system. Upon termination of its use thereof, the State shall leave Bell Avenue in as good or better condition as existed immediately prior to such use.

4. State will install a 42-inch culvert with headgate under the existing Park roadway at a new location southerly of the present structure, at or near the southerly end of the present embankment section, at the same elevation as the lower of the two culvert pipes which comprise the existing facility.

5. All trees within the clearing limits for the proposed roadway shall be removed and disposed of by the State in a manner satisfactory to the City.

6. A 42-inch culvert will be installed under the proposed roadway at its crossing of the stream which flows into the park lake, near the easterly boundary of the park.

7. Speed of the hauling vehicles will be limited to statutory speeds, or as posted. Sprinkling of the gravelled roadway with water and/or emulsified asphalt will be performed throughout the State's use of said roadway as necessary to control dust thereon. No hauling of materials will be allowed on Sundays or legal holidays.

8. Upon termination of its use of said proposed roadway, the State shall cause the roadway to be brought to a reasonably smooth surface, free of undue irregularities. At the point of entry upon the Dietz property, the roadway will be obliterated and the alignment changed so as to remain on park property parallel to and westerly of the easterly park boundary. Whereupon the roadway lying within the park boundaries shall become the property of the City of Canby for its use, and the State shall relinquish all interest and obligaton pertaining thereunto, reserving the right to renegotiate possible future use.

9. The State will also pay the City of Canby $6,000 for the use of above mentioned roadway easement. Full payment will be made on commencement of hauling material to Hubbard Interchange-Woodburn Interchange Section.

10. State will construct a 6 foot highway standard "V" type fence along the easterly side of the Park boundary. As much fence as possible to be constructed at the time the haul road is constructed.

11. The State will cause the above items to be performed by State's contractor.

12. In the event that the State's contractor on the Hubbard Interchange - Woodburn contract elects not to use this materials source access, it is understood that none of the above items 1-11 would be performed.

Please present this to the Canby City Council at the earliest possible date for their consideration. If they approve, their approval should be signified on the space provided below and a copy returned to this office.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

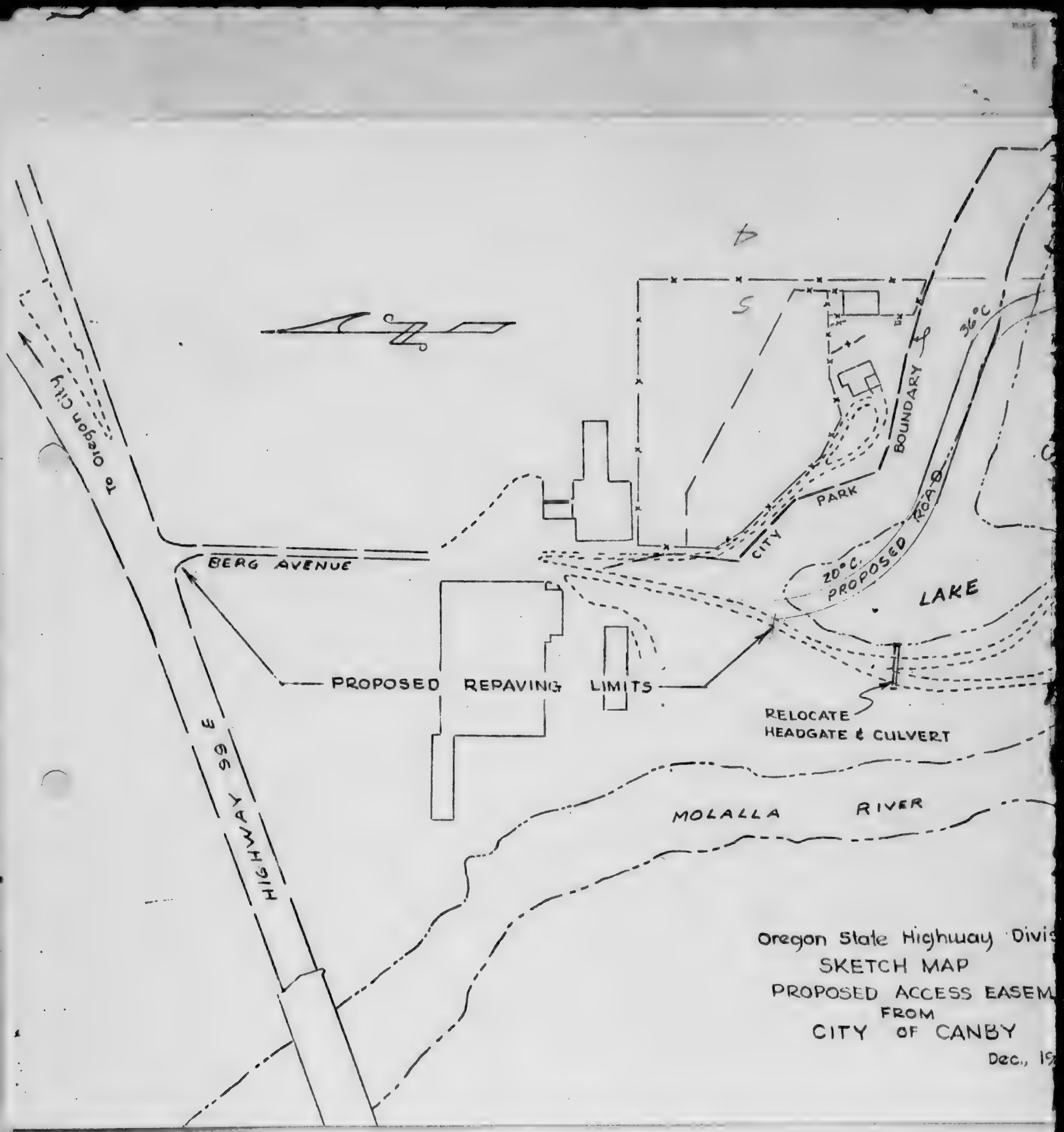
Approved by Canby City Council

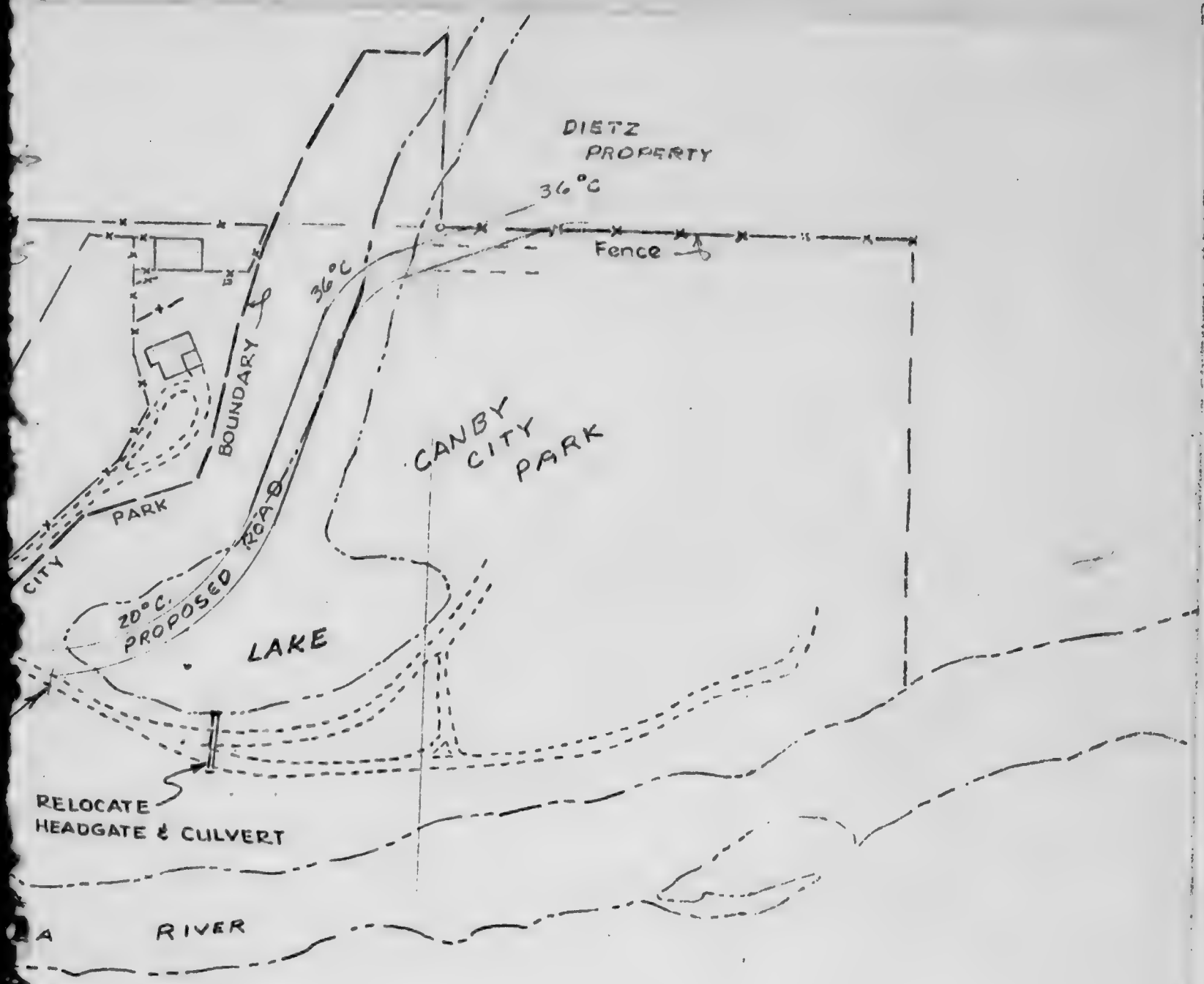
_____ Date

Attested by

_____ Mayor

GW:pc


To Oregon City
HIGHWAY 99 E
BERG AVENUE
PROPOSED REPAVING LIMITS
CITY PARK
BOUNDARY
36°C
20°C
PROPOSED ROAD
LAKE
RELOCATE HEADGATE & CULVERT
MOLALLA RIVER
Oregon State Highway Divis
SKETCH MAP
PROPOSED ACCESS EASEM
FROM
CITY OF CANBY
Dec., 19



Oregon State Highway Division

SKETCH MAP

PROPOSED ACCESS EASEMENT

FROM

CITY OF CANBY

Dec., 1971

File No._____

Grantor: Ralph R. Dietz and Robert Torgeson

Mail Address: 991 Berg Ave., Canby, Ore.

Mail Address: 1191 S.W. 1st St., Canby, Ore.

Section: Hubbard Interchange - Woodburn Interchange

Highway: Pacific

County: Marion

Purpose: Exploration

Agent: Virgil P. Wilson

RIGHT OF ENTRY FOR EXPLORATION

WE, RALPH R. DIETZ and ROBERT TORGESON, hereinafter referred to as "Owners:, do hereby grant to the STATE OF ORLGON, by and through its STATE HIGHWAY COMMISSION, hereinafter referred to as "State:, and to its officers, agents and employees, the right and license to go upon the real property as hereinafter described, for the purpose of making exploration for road materials, including core drilling, if necessary, said real property being:

T. L. 1700 - Section 4 - 4S1E - 59.05 Acres

This permit is given to State upon the understanding that no unreasonable nor unnecessary damage will be done to the property and that, if the State should not subsequently elect to exercise the option to purchase the ground and terrain will be restored to its original condition as reasonably as may be possible, it being the intention that no permanent damage shall be done.

If no written notice of State's intent to take possession of the above-described property is received by Owners prior to two months from the date hereof, this option and all agreements contained herein shall be considered null and void.

Dated this 15th day of December, 19 71.

Witensses:

Robert Torgeson (SEAL)

Ralph R. Dietz (SEAL)

_____ (SEAL)

_____ (SEAL)

Form F-303 Revised 10-60 OREGON STATE HIGHWAY COMMISSION File No. _____

Grantor Dietz, Ralph R. & Mary F. Mail Address 991 Berg Ave., Canby, Ore.

Torgeson, Robert Mail Address 11 91 SW 1st St., Canby, Ore.

Section _____ Highway _____

County Marion Purpose Temporary Easement Agent Virgil P. Wilson

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

It is agreed that the State of Oregon or its contractors shall be allowed to use a temporary easement as described below, for a two year period beginning January 1, 1972 to January 1, 1974 or the duration of the Hubbard to Hayesville contract, whichever is earlier.

Beginning at the north westerly corner of TL 1700, thence easterly ~~75~~ 150' feet along the northerly property line, thence southerly ~~1100~~ 1130 feet and parallel with the westerly property line, thence westerly to the westerly property line, thence 1100 feet to the point of beginning.

The State Highway Commission shall have the irrevocable right, at any time within six (6) ..... months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN, and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Seven Hundred Fifty DOLLARS ($ 750.00)

(including $..... for constructing fence..... and $..... for removing or replacing improvements .....)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than ..... days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, the following road approaches:

In addition to the above purchase price, the State is to do the following things:

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

12th December 19 61

furnish, without cost to the State, good and merchantable title, free and clear of all encumbrances. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Seven Hundred Fifty DOLLARS ($ 750.00)

(including $..... for constructing fence..... and $..... for removing or replacing improvements .....)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than ..... days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, the following road approaches:

In addition to the above purchase price, the State is to do the following things:

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this 10th day of December, 19 1

Witnesses:

..... Robert Tompson [SEAL]

..... [SEAL]

..... [SEAL]

..... [SEAL]

State Printing 22134

Form 2-363 Revised 12-60 OREGON STATE HIGHWAY COMMISSION File No. _____

Grantor Dietz, Ralph R. & Mary F. Mail Address 991 Berg Ave., Canby, Ore.

Torgeson, Robert Mail Address 1191 SW 1st St., Canby, Ore.

Section _____ Highway _____

County Marion Purpose Purchase land Agent Virgil P. Wilson

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

TL 1700 containing 59.05 acres more or less.

The State Highway Commission shall have the irrevocable right, at any time within six (6) 3 MONTHS months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN, and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Seventy Five Thousand - - - - - - - - - - - - - - - DOLLARS ($ 75,000)

(including $ - - - - - - for constructing fence and $ - - - - - for removing or replacing improvements - - - - - - - - - - - - - - -

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than ..... days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, the following road approaches:

In addition to the above purchase price, the State is to do the following things:

Prorate current year real property taxes over the date of possession or date of transfer of title, whichever is earlier.

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this 14Th day of December, 1971.

Witnesses:

..... [SEAL]

..... [SEAL]

..... [SEAL]

..... [SEAL]

..... [SEAL]

State Printing 32134

Form E-323 Revised 10-60 OREGON STATE HIGHWAY COMMISSION File No. _____

Grantor Millar, Al Mail Address % Highway Concrete Products, Canby, Ore.

_____ Mail Address _____

Section _____ Highway _____

County Clackamas Purpose Material haul road Agent Virgil P. Wilson

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, or repair the portion of the highways of the State for which the real property hereinafter described is necessary, or, to improve, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to the undersigned or to the public, we, the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to purchase the following described real estate, to wit:

It is understood and agreed that the State of Oregon or its contractors will be allowed to use an existing roadway through subject property, that is an extention of Bellevue Ave. from 99E to the Molalla River, including owners portion of stream crossing. This agreement shall be for a period of two years from January 1, 1972 to December 31, 1973, or for the duration of the Hubbard to Hayesville contract, whichever is earlier, with the following provisions:

1. It is further understood and agreed that the State or its contractors will maintain said roadway in as good a condition as presently exists.

2. Owner will be paid at the rate of .05 per ton of all material hauled over said roadway.

The State Highway Commission shall have the irrevocable right, at any time within six (6) ..... months from the date hereof, to accept this option on the terms and conditions hereinafter set out.

2. (Title) The undersigned agree to deliver to the State of Oregon, by and through its State Highway Commission, a good warranty deed to said real estate, conveying the same free from all outstanding liens or encumbrances, INCLUDING TAXES DUE AND PAYABLE DURING THE FISCAL TAX YEAR IN WHICH THE DEED FOR THE SAID REAL ESTATE IS DELIVERED, OR, IF POSSESSION IS TAKEN PRIOR THERETO, THEN DURING THE FISCAL TAX YEAR IN WHICH POSSESSION IS TAKEN, and also free from all rights of lessees, tenants, or other persons claiming rights of possession, occupancy, or enjoyment of the premises. Unless stated to the contrary herein, the conveyance shall include all buildings, fixtures, emblements and appurtenances to the land herein described, including any building situated partially upon the owners' remaining land. It is further understood and agreed that the undersigned will furnish, without cost to the State, good and merchantable title, as a condition precedent to the paying of compensation. The undersigned further agree neither to sell nor encumber the said real estate during the term of this option.

3. (Consideration) Upon the delivery of said deed and the clearing of title satisfactory to the State, as hereinabove set out, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid

the sum of ..... DOLLARS ($.....)

(including $..... for constructing fence..... and $..... for removing or replacing improvements .....)

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than ..... days after notice of acceptance by the Highway Commission.

7. (State's Other Obligations) The State will construct at the time of the highway construction, at the locations and widths specified, the following road approaches:

In addition to the above purchase price, the State is to do the following things:

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, includ-

and use thereof.

4. (Fencing) In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then the undersigned agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by the undersigned or their successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved. Fencing constructed by the State shall create no obligation on the part of the State for maintenance.

5. (Buildings) Where buildings lie partially on the remaining property, it is agreed that the purchase price of the buildings includes any items of landscaping immediately surrounding the buildings or which may be destroyed as the result of the removal of the buildings. In such event the State shall not be obligated to remove any appurtenances lying outside the foundation of the building. Where buildings are removed, it shall be the responsibility of the State to level the foundation walls and fill basement areas on the remaining property. The State, its employees and contractors or assigns, shall have the right to enter the abutting property for the performance of the State's obligations and to move said buildings across the remaining property in the most feasible manner.

In the event that any building or other item proposed to be moved for the use and benefit of Grantor is destroyed or damaged before moving to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same. In the event that any buildings, fixtures, appurtenances or other things are to pass to and become the property of the State in connection with the real property herein covered, the undersigned agree to turn the same over to the State in as good condition as they are now and shall prevent any waste, damage or destruction, other than ordinary wear and tear.

State may withhold that part of the cash consideration representing the cost of moving until the land conveyed has been cleared of improvements to be moved.

6. (Possession) Unless otherwise provided herein, the State shall have the right to enter upon and take possession of the land upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey, or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option.

The undersigned shall surrender possession of buildings and land improvements no later than ..... days after notice of acceptance by the Highway Commission.

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In addition to the above purchase price, the State is to do the following things:

Any construction lying outside of the traveled portion and shoulders of the highway which is made for the use and benefit of the abutting property, either under the terms of this option or the construction plans, shall be completed in conformance with normal engineering construction practices and thereafter shall be maintained or reconstructed by the property owner, in accordance with Section 374.305, et seq., ORS and other applicable statutes and regulations. The undersigned hereby grant the State, its employees or contractors, permission to enter upon their remaining property for the purpose of performing any of said construction work.

It is expressly understood that the State shall not be obligated further than as herein stated.

8. (Grantors' Other Obligations) As a part of the consideration above stated, the undersigned agree to do the following additional things at their own cost and expense:

In the event that this option is accepted, the undersigned agree to remove promptly from the limits of the real property herein covered the following reserved property or items:

Any reserved property or items not removed on or before the date of possession above specified shall become the property of the State.

9. The undersigned expressly acknowledge that all items of damages, all sums of money to be paid, and all things to be done by the State are included in this option, and expressly agree that the consideration recited herein constitutes complete just compensation for the real property described above, including any and all damages which may result from the use of said real property and the construction, reconstruction or improvement of the highway, including any grade change damages. All claims for damages, injury, or loss on account of failure to close this option are hereby expressly waived.

Dated this ..... day of ....., 19.....

Witnesses: Alfred J. Miller ..... [SEAL]

.... [SEAL]

.... [SEAL]

State Printing 32134 .... [SEAL]

N

GALE GRAVEL PIT 12-21-71

PIT SECTIONS

CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.

BRUNING 700-10
10 X 10 TO THE INCH

N

GALE GRAVEL PIT 12-21-71

TYPICAL SECTIONS

EAST-WEST X-SECTIONS

Scale 1" = 10' vert.
200' Horiz.

CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.
BRUNING 700-10
10 X 10 TO THE INCH

BRUNING 700-10
10 X 10 TO THE INCH
CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.

12-21-71

NORTH-SOUTH CROSS-SECTIONS

GRAVEL PIT

GALE

TOPSOIL

N

APPROXIMATE PROPERTY LINE ONLY

APPROX. EXCAVATION BOUNDARY

#1 E-W SECTION

#2 E-W SECTION

#3 E-W

#4 E-W SECTION

#5 N-S SECTION

#6 N-S SECTION

#7

#8 E-W SECTION

#9 E-W

AREA #1

AREA #2

AREA #3

AREA #4

25+30

19+50

17+00

14+00

9+10

8+00

4+00

0+00

TO SANDY

SKETCH MAP

GALE'S GRAVEL PIT
CLACKAMAS CO,
T4S, R1E, SEC. 4, 5 & 8
LOCATION of TEST PITS
SCALE: 1" = 300'
12-21-81

Form E-106—10M—7-64
SP*6216-734

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for GRAVEL MATERIALS - GALE PIT

Made by DAH, 19 71 Checked by ....., 19..... Backchecked by ....., 19.....

	AREA	
0+00	0	
		41,407
4+00	(430)(13) = 5590	
		118,030
8+00	(862)(12) = 10,344	
		46,738
9+10	(840)(15) = 12,600	
		255,480
14+00	(915)(17') = 15,555	
		114,750
17+00	(850)(6) = 5,100	
		53,657
19+50	(590)(11) = 6,490	
		69,707
25+30	0	
		700,000 yd³

NOTE: Figure is conservative in that depths used went only to bottom of test holes even though still in gravel strata.

Dave

Salem, Oregon
December 14, 1971

Vic Wolfe
LOCATION ENGINEER

Zone Variance Information
Gale Gravel Pit

Ronald Stangle, Planner, Clackamas County Planning Department, advised the following, December 9, relative to using the Gale property as an aggregate source:

1. Portion property outside city zoned as a General Use District in which a variance can be allowed at Commission's descretion to allow a gravel pit. Description GUD attached.
2. Procedures are:
   a. File application with description, $25 filing fee, and $100 soils study
   b. Deadline for January 10, 1972 Commission meeting is December 20, 1972
   c. Decision rendered at the meeting, but objectors have 15 days to appeal
   d. An appeal to County Board if Commissioners could take 3 to 4 weeks
3. Copy basic requirements for such use are attached
4. John Gale's application for a similar variance was denied in April, 1971
   a. Two proponents and six objectors. Notes on comments attached
   b. Copy Board findings attached
   c. The Planning Department staff had recommended approval, but changed at the meeting. Copy of the conditions they would have required are attached. We should include their items 4 and 5 in our specifications
   d. In summary, two of the objections relate to access. Our access plan is being approved by City of Canby. The stagnent pond objection will be overcome by the property owner developing a fresh water lake. Another objection was the lake being developed into a park in a growing residential area. Why not? The two remaining objections were relative to river erosion. Overburden will be used advantageously and some protective facilities protect the more critical locations. But a guarantee cannot be made the river would not change course. But, this could occur through the other existing pits and homes in the area even without our proposed pit.

B

5. The City of Canby should have been contacted because the site is within six miles of the city limits, but apparently was not.
6. Approximately six acres of the site is within the city limits. This was discussed with Councilmen Raines, Lindsey, and Giger, and Public Works Director Jim Herbison, December 10. The matter would have to first go to the Planning Commission for a recommendation to the City Council. They did not anticipate any problem. Herbison was concerned about dust in the Park. This will have to be watched.

The real decision will be made by the Canby City Council if they agree to let us have a haul road through the City park.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

Attachments

File_____

LEASE AND SALE OF ROAD MATERIALS

THIS INDENTURE, made and entered into this _____ day of _____, 19___, by and between JOHN GALE, hereinafter referred to as "Owner", and STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter referred to as "State";

WITNESSETH:

IN CONSIDERATION of the rent and sums hereinafter set out and the covenants and agreements hereinafter contained, Owner and State agree as follows:

1. DESCRIPTION. Owner has leased and does hereby lease and let to State all that tract or parcel of land situated in Clackamas County, State of Oregon, and particularly described on Exhibit A attached hereto.

2. TERM. This lease shall be for a two year period to commence on the 1st day of January 1972, and terminate on the 31st day of December, 1973, with the option to renew said lease for a further term of two years, upon the same terms and conditions herein stated. Provided, however, that the State for a part of the above consideration reserves the right to quit, relinquish, and give up the said premises at any time during the term, or during any period for which this lease may have been renewed by giving to Owner notice in writing.

3. RENT. State shall pay to Owner as full and complete compensation for the period covered by this lease the sum of One Hundred and No.100 DOLLARS ($100.00), receipt of which is hereby acknowledged and the further sum of Thirteen Cents ($0.13), per ton for all materials removed from this property, said consideration for materials to be payable annually and through the usual course of auditing claims against State. The measure for materials removed shall be made in the following manner:

The Measure for gravel materials removed shall be by weight.

4. ROAD MATERIALS. The premises are being leased for the purpose of procuring materials for road building and road maintenance, and State, its officers, agents, employees, and contractors, hereby are authorized and empowered to go upon said premises and remove therefrom earth, rock, sand, gravel, or other materials and deposits found upon or under said premises; for such purposes Owner hereby sell, transfer and assign unto State all earth, rock, sand, gravel, or other materials or deposits on said premises suitable, needful, or necessary for road building and road maintenance purposes. No consideration other than that above expressed as payable during the term of this lease shall be due or payable for earth, rock, and other material herein sold and transferred.

5. QUANTITIES. State may procure, take, and appropriate such materials in any manner and in any quantity that may meet the convenience or serve the purpose of State.

6. STRUCTURES. State may erect and maintain on the premises any buildings, structures, equipment, machinery, or other facilities or conveniences necessary or deemed necessary for the acquisition and appropriation of materials. Any such buildings, structures and facilities placed or erected by State, its representatives, agents, or contractors, shall at all times remain the property of State and may be added to, removed, or destroyed at the option of State.

7. INGRESS AND EGRESS. State may construct and maintain any roadway or roadways over and across the leased premises which may serve its needs in the removal of material therefrom.

8. ADDITIONAL PROVISIONS:

a. Owner shall try to obtain access through the City Park and provide same to the State or its contractors. However, this access can be waived if other means of access is provided by Owner or State.

b. No materials will be removed within 150 feet of the river bank, fence, property line, or within 300 feet of the city park property line with a remaining slope of 1:1.

c. It is agreed that Owner will have the right to remove the top soil prior to gravel excavation. It is further understood that owner will be given 60 days notice to remove the top soil and that said removal will not interfere with contractors removal of gravel or operation.

d. It is further agreed that if borrow is purchased by the State, it shall be at the rate of $0.17 per cubic yard. Measurement shall be determined ~~by [illegible]~~ YARD TRUCKED OR TON Weight. RATE PER TON SHALL BE .09 PER TON.

10. SUCCESSORS. This lease and sale shall bind Owner, his heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF, the party hereto has affixed his signature the day and year first above written.

This lease was approved by the Oregon State Highway Commission on _____, 19___, at which time the Secretary for the Commission was authorized and directed to sign said lease for and on behalf of the Commission. Said authority is set forth in Volume _____, Page _____, Minute Book of the Oregon State Highway Commission.

_____(SEAL)

_____(SEAL)

_____(SEAL)

_____(SEAL)

APPROVED:

STATE OF OREGON, by and through its State Highway Commission

_____
Assistant State Highway Engineer

By _____
Floyd Query, Secretary

APPROVED AS TO FROM:

_____
Chief Counsel

STATE OF OREGON, County of _____.

_____, 1971. Personally appeared the above named _____ who acknowledged the foregoing instrument to be his voluntary act. Before me:

_____
Notary Public for Oregon
My Commission expires _____

STATE OF OREGON, County of Marion

_____, 1971. Personally appeared Floyd Query, who, being sworn, stated that he is Secretary of the State Highway Commission of the State of Oregon and that this instrument was voluntarily signed and sealed in behalf of said State by authority of its State Highway Commission. Before me:

_____
Notary Public for Oregon
My Commission expires _____

FORM S-59 (12-67)

I-5-1(62)-44
76.92

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 23, 1971
Salem, Oregon

SUBJECT: Hubbard Interchange-Woodburn
Pacific Highway

To: Mr. L. H. Young
Program & Planning Engineer

BUILDING

NOTED
F. B. KLABOE

Attached is a copy of our file on borrow sources for the subject project. The two borrow sources shown are to be mandatory, made to conform with future use as fish ponds, and we can expect to recover our costs from Interstate fund on the basis of reimbursement for materials furnished by the State.

The site near Station 680 was purchased in 1953 at a cost of $5,785.00 and the second site near Station 1060 is under option at $20,000 for a total cost of $25,785.00. We expect to borrow about 175,000 cubic yards from these sources, equaling a value of 15 cents per cubic yard eligible for F.A.I. funds.

Frank L. Hall

Frank L. Hall
Design Engineer

FLH:jh
cc: F. B. Klaboe
J. B. Boyd

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 12-63

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTME
OREGON

BY (Signature)
MR. YOUNG'S DECEM

TITLE
PROGRAM AND PLANN

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 670 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
670	EMP-1-5-5(52)274	9.46	8,440,000	7,786,000	LOCATION WOODBURN INTERCHANGE - HUBBARD INTERCHANGE SECTION

NOTED
F. B. KLABON

12-15-71

REMARKS (Division)

RECEIVED
DEC 21 1971
FOR FILING

THIS PROGRAM APPROVAL IS CONDITIONED ON THE OREGON FEDERAL AID INTERSTATE FUND RECEIVING
ALL FAI FUNDS EXPENDED ON THE EXISTING PAVEMENT STRUCTURE NOT INCORPORATED IN THE FINAL P
STRUCTURE.

JOAN EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 12-15-71	SIGNATURE AND TITLE R. E. SIMPSON, DIVISIO

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating
tion on the part of the Federal Government to provide Federal funds for the undertaking.

ANSACTION NUMBER 12-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

AL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-15-71

BY (Signature)
MR. YOUNG'S DECEMBER 2, 1971 LETTER

TITLE
PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 2
ITEM NOS. 670 THRU

NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
2)274	9.46	8,440,000	7,786,000	WOODBURN INTERCHANGE - HUBBARD INTERCHANGE SECTION	GRADE, DRAIN 6-12' LANES HIGH TYPE PAVEMENT. WIDEN 3 OVERCROSSINGS AND RECONSTRUCT 3 UNDERCROSSING STRUCTURES.

NOTED
F. B. KLABON

12-17-71
Young

GRAM APPROVAL IS CONDITIONED ON THE OREGON FEDERAL AID INTERSTATE FUND RECEIVING CREDIT FOR UNDS EXPENDED ON THE EXISTING PAVEMENT STRUCTURE NOT INCORPORATED IN THE FINAL PAVEMENT

NOTED
JOHN EDWARDS

RECOMMENDED		APPROVED
IGNATURE AND TITLE	DATE 12-15-71	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

uthorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
eral Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
DEC 22 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-5(52)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attn: A. E. Johnson

767.3

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1971

In reply refer to: 08-35.6

cy Merchant → pls comply 12-22-71 AEJ
cy Johnson - yours DLW 12-17-71

SUBJECT: Oregon Project I-5-5(-)260
Butteville - Fargo - Fellers Road Overcrossing
Structural Concrete Bridge Deck Overlay

The work you propose on the subject structure is very interesting and new. There is significant interest throughout the nation and the success of this work would have far reaching implications to other states. We request that you make this portion of the work an experimental Category II project under PPM 20-6.3.

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ
NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
DEC 21 1971
FOR FILING

I-5-5(52)274
7693

December 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

445

Dear Mr. Simpson:

Re: Oregon Project I-5-5(-)273
Concrete Bonded Overlays
Your File 08-35.6/407.4

We are returning the material transmitted by your letter of November 23 regarding concrete bonded overlays. The articles are especially timely in light of our possible bonded overlays for certain structures on the Hubbard to Woodburn Section of I-5.

It was pointed out in all the articles that placing a bonded overlay is an exacting operation and must be well coordinated and completed under ideal conditions. It is evident that elimination or short-cutting of any of the details of work may result in failure to achieve desired results.

It is interesting to note the American Concrete Institute article "Design of Concrete Overlays for Pavement" indicates that a bonded overlay will be effective only if the existing slab is in good structural condition, or if existing defects can be repaired and the slab brought to good structural condition. This would indicate that some of the panels in the above-mentioned structures will require replacement prior to the overlay.

These articles and specifications will be of great assistance in preparing plans and specifications for planned future bonded overlay projects.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. B. Klaboe (enc.)
Ivan Merchant

Attachments

RWE:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 23, 1971

In reply refer to: 08-35.6/407.4

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)273
Concrete Bonded Overlays

Attached are five articles on the above subject. Three of them are particularly significant with respect to the bonding overlay system you propose on the Hubbard-Woodburn Section of I-5. Also attached is an Interoffice Memorandum from Mr. Gordon Ray on the above subject. The States of Kansas and Iowa use similar systems. The study by Sinno & Furr outlined in the Journal of the Structural Division of ASCE dated August 1970 shows the success of such systems.

The Kansas system was mentioned in Rural Urban Roads, August 1971. The Iowa procedure was presented to the annual meeting of the Highway Research Board on January 1969. Both articles are similar but have certain interesting variations. Cleaning work is extremely important and must be performed by light chipping hammers. A slurry of mortar must be scrubbed into the prepared concrete surface just prior to concrete placement. Note the variation as to whether the old concrete surface should be dry or wet. All concrete must be low slump and be carefully tamped and vibrated into position. Curing is the other feature that is extremely important and is accomplished by the curing compounds and/or polyethelene sheets and water. Any unbonded areas that are found are removed at the contractor's expense. Please note in the performance articles that failure of the overlay occurs on the outside edge of the slab or at the joints.

The article in the ASCE Journal have some very interesting and significant comments that need to be evaluated in preparing control specifications. Please note that either epoxy or cement mortar are both effective as bonding agents if properly applied. It appears that there is no problem in obtaining an interaction between the old and the new concrete and that performance will be successful under static and repeated loading conditions similar to the highway loading.

Please keep the articles as long as necessary and return when you are through.

Enclosure

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

File: Pavements

PORTLAND CEMENT ASSOCIATION *inter-office correspondence*

October 22, 1971

Byron Jones
12030 N. W. Vallevue Place
Portland, Oregon 97229

This is in answer to your recent long-hand memo requesting information for the FHWA office on structural overlays of concrete bridge decks.

I am enclosing copies of two papers. One is an ACI paper by Roy Gillette on a performance study of bonded overlays on pavements. The second paper is one by researchers at Texas A&M on the effects of bonded overlays on structural beams.

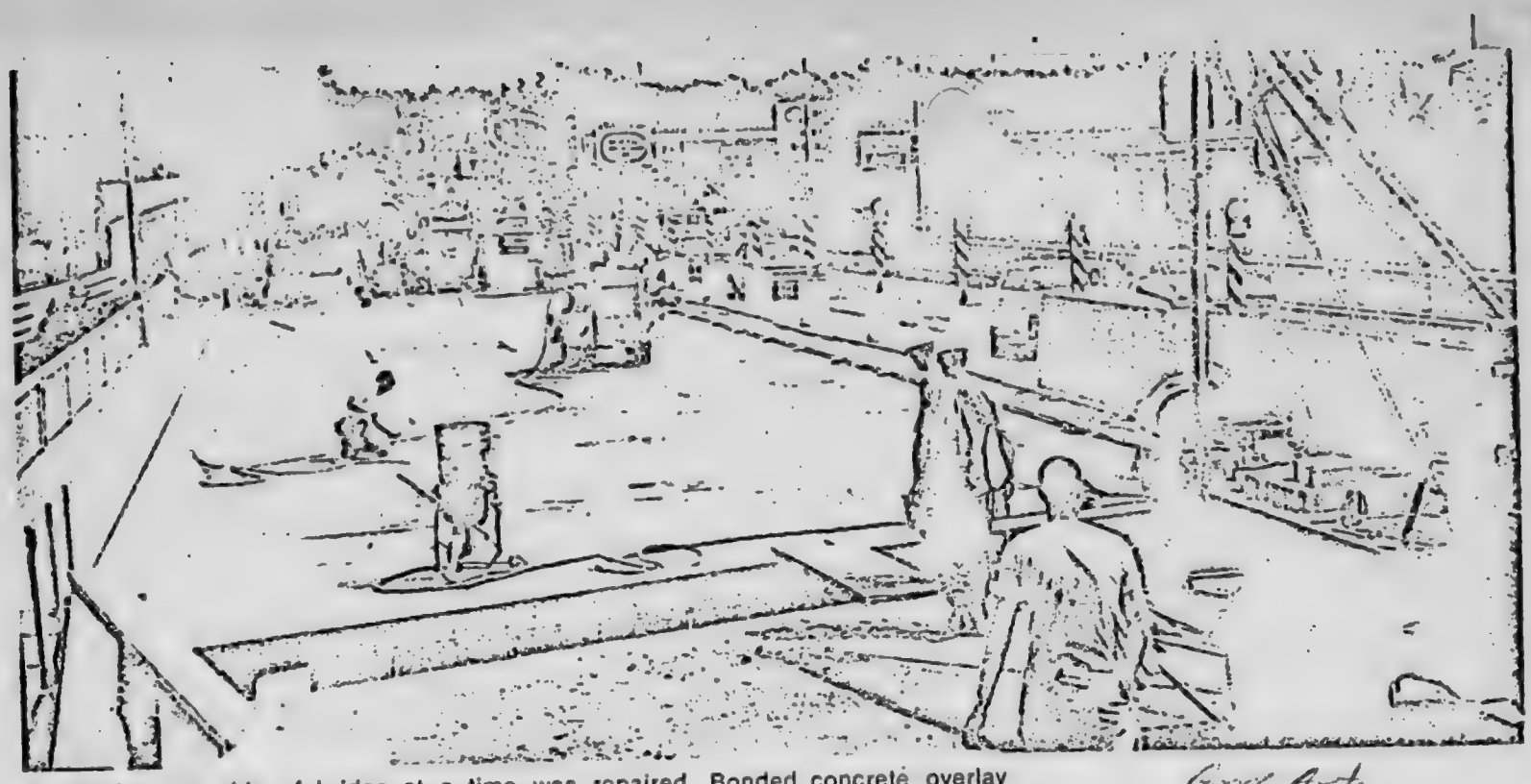
I would also like to refer them to two HRB papers. Another one by Roy Gillette, "A 10-Year Report on Performance of Bonded Concrete Resurfacings," which appears in Highway Research Record No. 94 and a paper by Meeker and Joe Warnes, "Thin Bonded Concrete Repairs on the Ohio Turnpike," which appears in Highway Research Record No. 61. While both of Gillette's papers deal with pavement they do give good information on the extent of bond which is developed if they follow the procedures outlined in our information sheet IS058 P. The Ohio Turnpike paper gives good practical information on repairs of Bridge decks on the Ohio Turnpike. While these resurfacings were not made for the purpose of increasing the structural strength the paper does point out the feasibility of bonded resurfacing. I think the Texas paper from the ASCE Journal shows the added structural benefits from a bonded resurfacing.

Finally I am enclosing a copy of a recent article from Rural and Urban Roads reporting on experiences with bonded concrete overlays in Kansas. Kansas has been very enthusiastic about this type of repair. They have repeatedly come up with a protland cement grout and portland cement concrete -- no epoxy.

The second question in your memo of October 18 concerned some recognition for a brown concrete bridge. As you know we are always interested in projects of this type since they help to demonstrate the abilities of concrete to improve

esthetics, environment, etc. If you can get us a little more detailed information and perhaps some photographs, we will be glad to submit these to a highway magazine or two. Ed Lokken could also use some good color slides to include in his talk on esthetics.

GORDON K. RAY
Paving and Transportation
8-25-1
Copy to C. E. Warnes



In Topeka, one side of bridge at a time was repaired. Bonded concrete overlay was specified along with replacement of deeper areas of deteriorated concrete.

Concrete overlay for old bridge decks

Repair aging bridge decks with a thin bonded concrete overlay? Yes, it's being done right along by the Kansas state highway engineers, and the method has continued to give good results.

You see this procedure used on small creek bridges, and recently it has been involved in larger contracts for restoring such larger structures as the Topeka Boulevard bridge over the Kansas River at Topeka.

A number of contractors have become proficient in the exacting quality controls required to deliver a durable job. Reese Construction Co., for example, is one of the most successful bidders in this field as part of the firm's bridge and culvert specialization.

As reported by Don C. Christensen, Engineer of Construction for the Kansas State Highway Commission, the bid prices for deck renovation vary greatly, depending on the job's size and the degree of removal and replacement of deteriorated concrete involved.

Time limit: The contract proposal is a simple document for the typical deck repair project. It usually names the time limit, which is important because of the critical problem of handling traffic through or around a bridge during construction. Usually also there is a liquidated damages clause, which was set at $195 per day for the bridge at Topeka.

Special Provisions and Supplemental Specifications covered 24 job aspects for the structure in Topeka, completed in 1970. One of these was for Thin Bonded Overlay —Machine Preparation, involving 17,000 sq yd for which Reese Construction's bid price was $18 per sq yd or $322,000 in a total bid of $613,900.

Bid items also included area prepared for patching ($22 per sq yd), linseed oil surface treatment ($1 per sq yd), raising of expansion devices (lump sum $35,000), and ten other items. About 47 percent of the deck surface required surgery.

Following are some of the details of the Kansas practice:

1. Bituminous material and unsound concrete as shown on the plans or delineated by the engineer are first removed, down to sound concrete and rust-free reinforcing steel. The depth will generally be to the top of the upper reinforcing steel, but no assurance is given that the depth of removal will not be greater.

Unsound concrete and also ¼-in. depth of sound concrete over the entire deck area are removed by a machine capable of cutting, scabbling, or otherwise removing the required concrete without injury to sound concrete. Air-driven chipping hammers not exceeding 50 lb weight may be used to complete the cut-out of unsound concrete.

Water-jetted: 2. All scale and heavy rust are removed from exposed reinforcing steel by sandblasting, required to be done dry. Final cleanup is performed with a 3,500-psi water jet.

3. All surfaces to be overlaid are kept wet for at least 24 hours prior to placing grout, using double burlap and sprinklers. Before grout is applied all free water must be blown away until the surface appears dry or barely damp.

4. A slurry of portland cement grout is then brushed on the surface and scrubbed in, including areas under reinforcing bars that may have been exposed. Grout is a 1:1 mixture of cement and fine aggregate with sufficient water to produce a "heavy creamy" consistency. Thick grout areas near headers are to be avoided, and the grout must be covered with concrete before showing signs of drying.

5. Concrete is to be Class AAA (AE) with ½-in. maximum slump, made with two aggregates. For the course the gradation is 0 percent retained on ¾-in. sieve, 0-10 percent on ½-in., 20-50 percent on ⅜-in., 90-100 percent on No. 8. For

fine aggregate: 0 percent passing ⅜-in., 0-5 percent passing No. 4, 20-40 percent passing No. 16, 75-85 percent passing No. 50, 85-95 percent passing No. 100—in other words simply a well-graded mix. Batches are mixed for 2 min.

6. Concrete is carefully placed by shoveling to prevent segregation. Avoidance of segregation is to be guarded against particularly where new concrete meets old at hub-guards or at joints. Concrete is hand-tamped into place using a tamper having a face not larger than 36 in. square. Preceding the tamping a spud vibrator is moved along, touching the old concrete underneath. A vibrating screed may be used for strike-off.

7. Finishing is to be accomplished by a Kelly vibrating compactor or circular approved power float. The device should move parallel to the centerline if possible. Surface variations exceeding ⅛ in. in 10 ft are corrected and the surface is given a light brooming for final finish.

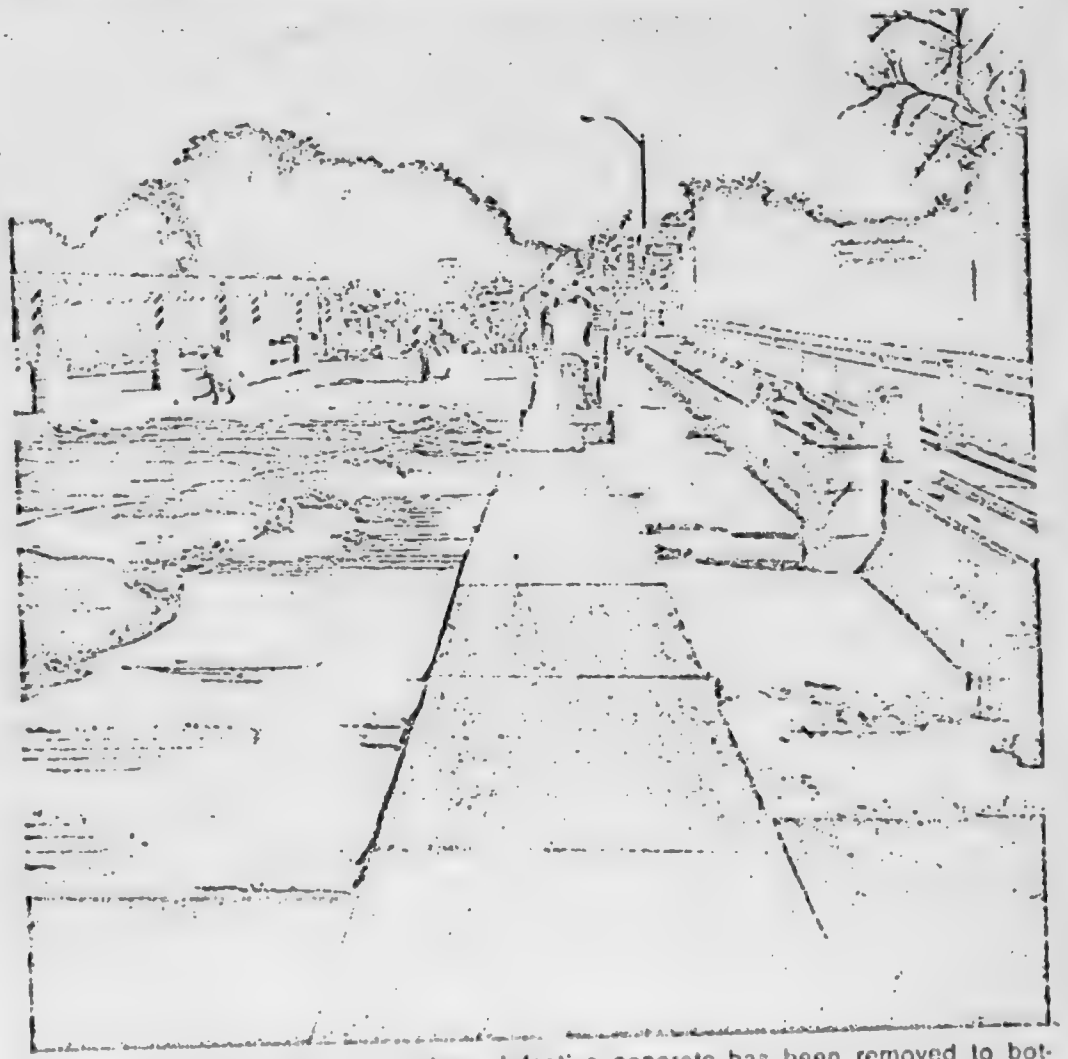
8. Polyethylene sheeting covered with sufficient fine sand to hold it secure is used for a curing cover, through a 96-hour cure period.

An additional monomolecular film also is to be applied to both grout and concrete in hot weather to prevent too rapid evaporation of water rising to the surface. For the concrete, it is applied between the initial strike-off and covering with sheeting. More than one application of this film may be required. Hot weather is defined as any period when air temperature exceeds 70 deg F. or when combinations of air temperature, low humidity and wind create conditions which, in the judgment of the engineer, call for such protection.

9. Areas found to be unbonded after placement of the overlay, as detected by tapping, are to be marked by sawing and removed with small air tools, and replaced by the contractor at no additional compensation.

10. The areas to be prepared for patching are determined by the state forces by tapping the deck area, after any bituminous overlay is removed and the prescribed ¼-in. depth of sound concrete has been cut away throughout. Measured to the nearest ⅒th sq yd, the areas of such patching will constitute the basis of payment to the contractor for this item. Other details of payment are spelled out in the special provisions to avoid controversy.

Very-low-slump concrete made under exacting control is required for concrete bridge overlays. Concrete was mixed on site in small quantities. A structural section is being rebuilt here as part of the deck repairs.



In foreground are patch areas where defective concrete has been removed to bottom of top reinforcing bars. Concrete cars move over plywood travelway from mixer.

Good Art

REPAIR AND PROTECTION OF CONCRETE BRIDGE DECKS

Prepared for presentation at the Annual Meeting of the Highway Research Board, Washington, D.C. on January 13, 1969.

Note: This report was prepared by Stephen E. Roberts, Research Engineer, Iowa State Highway Commission, from information provided by John Lane, Materials Department, E. J. O'Conner, Maintenance Department and John E. Whiting, Bridge Design Department. These three engineers were responsible for Iowa Highway Research Board Project HR-95, which is the basis of this report. The writer wishes to acknowledge their assistance and to express his appreciation.

The objectives of our session here this afternoon, as I understand them, are to encourage more reporting and discussion of the maintenance of concrete bridge decks and to emphasize the need for additional research and development in this area. I hope to further these objectives by briefly describing the bridge deck maintenance practices in Iowa.

Let me say now, at the very beginning of this report, that we do not look upon our methods as being unique, nor do we regard them as the ultimate solution to the problems of maintaining concrete bridge decks. We hope that present and future research will produce improved methods and materials.

Like engineers in many other states, we in Iowa have been greatly concerned about the evidence of unsound concrete found in many of our bridge decks and about the resulting maintenance problems. This concern led to the formation, in 1963, of a research and development project for the purpose of investigating materials and methods for bridge deck protection and repair. This R&D project was directed and personally supervised by three engineers -- one each from the departments of Maintenance, Design and Materials.

The major efforts of this research team were directed to the repair of bridge decks; consequently, so far as protection is concerned, I will limit my remarks to a few brief observations.

In the full sense of the word, protection of concrete bridge decks begins with good design and construction practices. For example, an adequate thickness of concrete over the reinforcing steel and control of the water content and air content of the concrete are all-important. The future good performance of the concrete is also dependent upon positive procedures for curing.

For the record, we will state that protection by means of an impervious coating or membrane has also been used in Iowa; however, our experience with this type of protection has been very limited. I am certain that it can be discussed much more authoritatively by engineers from other highway agencies.

Our current protection program has two objectives: (1) to apply linseed oil to all new bridges before they experience their first winter, and (2) to apply linseed oil to all bridges at least once every four years. Since there are over 3000 bridges on our primary and interstate systems, this is a sizeable task. Our selection of linseed oil is based on our own experience in treating pavements and on the favorable results reported by other highway maintenance and research agencies.

Turning now to the subject of bridge deck repairs -- our research and development project began with the aim of first improving our operations for partial depth patching. This led, subsequently, to the use of thin resurfacing for some bridge decks which were in especially poor condition.

The requirements appear to be much the same for both patching and thin resurfacing. Basically, we were looking for a material that would bond securely to the existing sound concrete, that would exhibit little or no shrinkage during curing or thereafter, and which would be intrinsically durable. In addition, of course, we wanted a material capable of early strength development so as to minimize traffic problems.

I suspect that we also began in 1963 with the unspoken hope that we might be lucky enough to uncover a material that would somehow reduce the hard, disagreeable, and painstaking work of removing the unsound concrete. Possibly some of my colleagues would not even admit to such a hope. At any rate, we soon found out that there is no substitute for careful preparation including removal of all unsound concrete.

Our experimental patching program included patches composed of:

1. Air-entrained portland cement concrete.
2. Air-entrained concrete with a water-reducing additive.
3. Air-entrained concrete with a metallic additive to reduce shrinkage.
4. Air-entrained concrete with polyvinyl acetate as a bonding agent.
5. Air-entrained concrete with epoxy as a bonding agent.
6. Latex modified mortar.
7. Epoxy-sand mortar.
8. A mixture of aggregate and polymeric colorless binder.

Our experimental use of thin resurfacing began in 1964, when we resurfaced a 240-ft. two-lane bridge with one-inch of portland cement concrete. One-fourth of the deck was resurfaced with concrete containing only an air-entraining admixture. Another fourth contained both an AE agent and a water-reducing admixture. The concrete in the remaining one-half of the deck included a polyvinyl acetate admixture, which is a water-reducing agent as well as a bonding agent.

Our research and development project officially ended June 30, 1967; however, the people involved in the project have continued to observe the performance of our experimental repairs and our Maintenance Department is constantly on the alert for possible improvement in technique and materials.

I want to make it clear that we did not try all possible combinations of the various concrete additives and other materials used for patching and resurfacing. We are not challenging the value of any of the special products being marketed for bridge deck repair. We do believe, however, that, based on our limited experience, we obtain best results at lowest cost with portland cement concrete placed under strict control on carefully prepared surfaces. We have been unable to observe any significant difference which might be attributed to special bonding agents. Consequently, the only admixtures we specify or permit are an air-entraining agent and a water-reducing agent.

In removing unsound concrete we do not permit jackhammers heavier than the nominal 60 pound class and workmen are instructed to operate jackhammers and other chipping tools with considerable caution. Both our own maintenance employees and contractors' personnel have learned from experience that careless or overly - enthusiastic use of a jackhammer will increase the work required in removing the unsound concrete. The harm is most frequently done by the jackhammer coming in vigorous contact with the reinforcing steel, thereby destroying the bond between the concrete and the steel.

If there is unsound concrete below or adjacent to the reinforcing steel, it must, of course, be removed. It is also required on some occasions to remove sound concrete from below the reinforcing. This happens when it is necessary to depress the steel sufficiently to allow a minimum of 3/4 in. of concrete above the reinforcing.

There are occasions, however, when the only reason for removing sound concrete from around the steel is because the bond between the steel and the sound concrete was destroyed by careless use of a jackhammer.

Whatsoever the cause may be, once the bond is broken the concrete must be removed to a depth that will allow new concrete to bond to the entire periphery of the bar.

The newly exposed concrete and all exposed reinforcing bars must be cleaned by sand blasting. The area is then swept clean of sand, dust, and other loose material by an air blast. Care must be taken to insure that the area is not contaminated by oil from the air compressor.

A final air cleaning immediately precedes the application of grout. It is not intended nor desired that the existing concrete be saturated with water before applying the grout and placing the new concrete.

Grout is composed of equal parts, by weight, of portland cement and sand mixed with sufficient water to form a stiff slurry. It is scrubbed into the old concrete with a stiff brush or broom. The grout must be applied immediately before the concrete is placed -- it must not be applied so far in advance that it becomes dry.

The concrete for both patching and resurfacing must contain 8.75 bags of cement per cubic yard. High early strength cement is not permitted. The aggregate is composed of equal parts of coarse and fine aggregate with at least 97 percent passing the ½ in. sieve. Aggregates approved for bridge repair must have excellent long-time service records.

Air content is 6 percent plus or minus 1 percent. Slump must be 3/4 in. plus or minus ¼ inch. Admixtures for air-entrainment and for water reduction are required and must be approved in advance.

The concrete must be proportioned and mixed at the project site. The device for proportioning water must be accurate to within 1 percent. The concrete mixer must be of the rotating paddle type. Mixers with rotating drums are not capable of effectively mixing the low-slump concrete that we specify.

Care must be exercised in placing and finishing the plastic concrete. We recommend overfilling of about 3/8 inch before final strike off. Screeds with attached vibrators are used to consolidate and finish the concrete in the patches.

In preparation for thin concrete resurfacing we require that all sound concrete be scarified to a depth of ¼ to ½ inch and that all unsound concrete be removed. The elevation of the new surface must be 3/4 in. higher than the elevation of the original surface and of all reinforcing steel. This is a nominal thickness of one inch of new concrete, except of course for thicker sections where unsound concrete has been removed.

Expansion joints are usually raised by welding plates on top. In a few instances we have removed an extra thickness of old concrete adjacent to the joint and then tapered the new surface to meet the existing elevation of the joints.

For curing of both patches and resurfacing we require white pigmented liquid curing compound applied at the rate of one gallon per 15 square yards. At a later date, -- after traffic has worn away the curing compound, we apply linseed oil.

Patches placed by our own maintenance forces are usually subjected to traffic in 3 to 6 hours depending on temperature. Patches placed under contract may be subject to traffic 8 hours after placement. Resurfaced bridge floors may be opened to traffic 48 hours after placement. If the air temperature is below 55 degrees, the engineer in charge may require a longer waiting time. We do not ordinarily permit placement of concrete after October 1. Contractors are encouraged to avoid situations which might necessitate concrete work beyond this date.

Repairs, including resurfacing, are performed in one lane at a time and traffic is maintained in the adjoining lane.

We have experienced excellent cooperation from our contractors, who have developed several special techniques for improving their own efficiency. For example, on a resurfacing job last summer the contractor used bagged aggregate and a mobile proportioning and mixing plant which traveled just ahead of the placing and finishing operation. Also, during this past season, one of our contractors resurfaced two 450 ft. x 30 ft. bridges on the Interstate system in three weeks time while traffic was maintained in at least one lane in each direction. The pay quantity was 3032 sq. yds.

We have now had four years experience with bridge deck repairs using the specifications that I have just described. On the basis of performance to date, we feel that the results have been excellent. We resurfaced one bridge in 1964, one in 1965, two in 1966, five in

1967, and 8 in 1968 for a total of 17. Contract patching was done on two bridges in 1965, 6 in 1966, two in 1967, and 3 in 1968.

During these same years our own maintenance forces repaired numerous bridge decks where the amount of patching did not warrant going to contract work.

Failures of the patches or of the resurfacing have been less than one percent. This includes bond failures. Perhaps our most frustrating problem is the continued deterioration of the original concrete adjacent to the patches. No doubt other highway agencies have experienced the same difficulty. As a result of this, our present thinking is to emphasize thin resurfacing rather than extensive patching. We have no firm rule about this, but any bridge deck requiring patching of 30 to 40 percent of the surface area is a good candidate for resurfacing.

The cost of repairs is about $2.25 per square foot for patches made by our own forces.

The prices for contract work have varied greatly and are influenced to a considerable extent by the amount of other bridge work available to contractors in our area. We believe that our most realistic prices were obtained in 1967, when we paid an average of $4.00 per square foot for partial depth patching, $6.00 for full depth patches, and $3.50 per square foot for thin resurfacing.

To summarize -- we have about five years favorable experience with bridge deck repairs, both patching and thin resurfacing, in which we have employed portland cement concrete containing admixtures only for air entrainment and water reduction. We regard careful preparation, high-quality, low-slump concrete, and overall good workmanship as the essential features of our repair program.

Specification 649
(Replaces 623)

IOWA STATE HIGHWAY COMMISSION
Ames, Iowa

SUPPLEMENTAL SPECIFICATION
for
RESURFACING AND/OR REPAIR OF PORTLAND CEMENT CONCRETE BRIDGE FLOORS

May 27, 1969

649.01 DESCRIPTION. The repair of bridge floors shall consist of removing loose or deteriorated concrete and replacing or resurfacing with new concrete together with other necessary work as shown on the plans or as specified. The work shall be done according to the Standard Specifications and this specification.

Bridge floor repair shall be classified as follows:

A. Class I Repair shall consist of removing, by scarifying, the the surface of the concrete floor, disposing of concrete removed, and resurfacing with portland cement concrete. The depth of scarification shall be at least 1/4 inch.

B. Class II Repair shall consist of removing, by chipping, the loose and unsound floor concrete to a designated depth greater than 1/2 inch but less than full depth, disposing of concrete removed, and replacing or resurfacing with portland cement concrete.

C. Class III Repair shall consist of removing concrete full depth by chipping, disposing of the concrete removed, and replacing or resurfacing with portland cement concrete.

649.02 MATERIALS. All materials shall meet the requirements for the respective items in Part IV of the Standard Specifications, Series 1964 with the following exceptions:

A. Cement. The use of high early strength cement will not be permitted.

B. Aggregate. Sections 4110 and 4115 shall apply with the exception that the coarse aggregate shall meet the following gradation requirements and shall be produced from sources shown on the plans.

Sieve Size	Per Cent Passing Min.	Max.
3/4"	100	
1/2"	97	100
3/8"	40	90
No. 4	5	30
No. 200	0	1.5

C. Concrete shall meet the following requirements.

Basic Absolute Volumes per Unit Volume of Concrete

Coarse Aggregate	.312088
Fine Aggregate	.312088
Air	.060000
Water	.160255
Cement	.155569
	1.000000

Approximate Quantities of Dry Materials Per Cubic Yard of Concrete.

Coarse Appregate	1,394 lbs.
Fine Aggregate	1,394 lbs.
Cement	823 lbs. (8.75 bags)

These quantities are based on the following assumptions:

Specific gravity of cement	3.14
Specific gravity of coarse & fine aggregate	2.65
Wt. of one Cu. Ft. of water	62.4 lbs.

A water-reducing admixture for improving workability will be required. This admixture shall be approved by the engineer.

The slump measured in accordance with AASHO T-119 shall be 3/4 inch with a tolerance of plus or minus 1/4 inch.

The entrained air content of the freshly consolidated concrete, as determined by AASHO T-152, shall be 6.0 per cent with a tolerance of plus or minus 1.0 per cent.

D. Grout for bonding the new concrete to the old concrete shall consist of equal parts by weight of portland cement and sand, mixed with sufficient water to form a stiff slurry. The consistency of this slurry shall be such that it can be applied with a stiff brush or broom to the old concrete in a thin, even coating that will not run or puddle in low spots.

For sealing vertical joints around finished patches or resurfacing, this grout shall be thinned to paint consistency.

649.03 EQUIPMENT. The equipment used shall be subject to the approva of the engineer and shall comply with the following:

A. Surface Preparation Equipment shall be of the following types:

1. Sawing Equipment shall be capable of sawing concrete to the specified depth.

2. Scarifying Equipment shall be a power-operated, mechanical scarifier capable of scarifying the old surface to a depth of at least 1/4 inch per pass.

3. Sand Blasting Equipment shall be capable of removing rust and old concrete from the exposed reinforcement.

4. Power Driven Hand Tools for removal of unsound concrete will be permitted with the following restrictions:

a. "Jack Hammers" heavier than nominal 60 pound class shall not be used.
b. "Jack Hammers" or mechanical chipping tools shall not be operated at an angle in excess of 45 degrees measured from the surface of the slab.
c. "Jack Hammers" heavier than a nominal 30 pound class shall not be used to remove concrete from beneath any reinforcing bar for Class II repair.

5. Hand Tools such as hammers and chisels shall be provided for removal of final particles of unsound concrete or to achieve the required depth.

B. Proportioning and Mixing Equipment shall comply with Articles 2001.20 and 2001.21B. In addition, the device for proportioning water shall be accurate within one per cent, and a construction or stationary concrete mixer of the rotating paddle type will be required.

C. Placing and Finishing Equipment shall include adequate hand tools for placement of stiff plastic concrete and for working down to approximately the correct level for striking-off with the screed. Manual type screeds or metal plates with approved electric vibrators attached shall be used to consolidate and to finish smaller areas.

An approved finishing machine equipped with at least one screed but otherwise complying with 2412.06B and the following additional requirements shall be used for finishing all large areas, as designated on the plans.

At least one oscillating screed shall be designed to consolidate the concrete by vibration. A sufficient number of identical vibrators shall be installed such that at least one vibrator is provided for each eight feet of screed length. The bottom face of this screed shall be at least five inches wide with an additional two-inch width turned up approximately 30° along the leading edge to serve as a runner.

The bottom face of each screed shall be at least five inches wide. Each screed shall have an effective weight of at least seventy-five pounds for each square foot of bottom face area. Each screed shall be provided with positive control of the vertical position, the angle of tilt, and the shape of the crown.

Design of the finishing machine together with appurtenant equipment shall be such that positive machine screeding of the plastic concrete will be obtained within one inch of the face of the existing curbs. The length of the screed shall be sufficient to extend at least one inch beyond the line where a sawcut is intended to form the edge of a subsequent placement section, and shall overlap the sawed edge of a previously placed course at least one inch.

The finishing machine shall be capable of forward and reverse motion under positive control. Provision shall be made for raising the screeds to clear the screeded surface for traveling in reverse.

Supporting rails upon which the finishing machine travels will be required on resurfacing projects. The support for these rails shall be fully adjustable (not shimmed) to obtain the correct profile.

When placing concrete in a lane abutting a previously completed lane, that side of the finishing machine adjacent to the completed lane shall be equipped to travel on the completed lane.

D. General. The overall combination of labor and equipment for proportioning, mixing, placing and finishing new concrete shall be of such minimum capability as to meet the following requirements except when noted otherwise on the plans.

Total Repair Area per Bridge (Sq. Yd.)	Minimum Requirement (C.Y./ Hr.)
0 - 328	1.0
329 - 492	1.5
493 - 656	2.0
over 656	2.5

The finishing machine shall be so designed that, when concrete is being mixed and placed at the specified minimum rate, the elapsed time between depositing the concrete on the floor and final screeding shall not exceed ten minutes.

649.04 PREPARATION OF SURFACE. All loose, disintegrated or unsound concrete shall be removed from those portions of the bridge floor shown on the plans or designated by the engineer.

A. Class I Repair. All areas designated for Class I repair shall be completely scarified to the depth specified but in all cases at least 1/4 inch deep. That portion of the curb against which new concrete is to be placed shall be sand blasted. Surfaces of reinforcement, exposed by scarification shall also be sand blasted.

B. Class II Repair. A saw cut approximately 3/4 inch deep shall be made along all boundaries of Class II repair areas adjacent to areas of no repair except those boundaries adjacent to the face of a curb. The loose and unsound material shall be removed by chipping and by the use of hand tools. All exposed reinforcing bars and newly exposed concrete shall be thoroughly cleaned by sand blasting. Where the bond between existing concrete and reinforcing steel has been destroyed, the concrete adjacent to the bar shall be removed to a depth that will permit new concrete to bond to the entire periphery of the bar so exposed. A minimum of 3/4" clearance shall be required. Care shall be exercised to prevent cutting, stretching or damaging any exposed reinforcing steel. The engineer may require enlarging a designated portion should inspection indicate deterioration of concrete beyond the limits previously designated. In this event, a new saw cut with a "dry" blade shall be made around the extended area before additional removal is begun.

Hand tools shall be used to remove final particles of unsound concrete or to achieve the required depth.

Immediately before applying grout in preparation for placement of new concrete, the surface shall be cleaned with air blast. If necessary to remove rust, oil or other foreign material, sand blasting followed by air blast will be required. It is not intended or desired that existing concrete, prepared for repair or resurfacing, be presaturated before grout and new concrete is placed.

649.05 PROPORTIONING AND MIXING OF CONCRETE MATERIALS. The applicable provisions of 2403.07 shall apply with the following exceptions and additional provisions:

A. Concrete shall be proportioned and mixed at the project site. Ready mixed concrete will not be approved.

B. The water reducing admixture for improved workability shall be mixed and incorporated in the concrete mixture in accordance with the manufacturer's recommendations and the engineer's instructions.

649.06 PLACING AND FINISHING CONCRETE. Areas for which a finishing machine is required will be noted on the plans. When screed guides are required, they shall be placed and fastened in position to insure finishing the concrete to the required profile.

Supporting rails upon which the finishing machine travels shall be placed outside the area to be concreted. Anchorage for supporting rails shall provide horizontal and vertical stability. A hold-down device shot into concrete will not be permitted unless that concrete is to be subsequently resurfaced. Plans for anchoring supporting rails shall be submitted to the engineer for approval.

At transverse and longitudinal joints, the surface course previously placed shall be sawed to a straight and vertical edge before the adjacent course is placed.

After the surface has been cleaned, and immediately before placing concrete, a thin coating of bonding grout shall be scrubbed into the dry, prepared surface. Care shall be exercised to insure that all parts receive a thorough, even coating and that no excess grout is permitted to collect in pockets. The rate of progress in applying grout shall be limited so that grout does not become dry before it is covered with new concrete.

Hand tools shall be used to remove final particles of unsound concrete or to achieve the required depth.

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The new concrete shall be hand manipulated and struck off slightly above final grade. It shall then be mechanically consolidated and screeded to final grade. Hand finishing with a wood float may be required for producing a tight, uniform surface.

When two or more classes of repair work are adjacent to each other, the new concrete for the different repair classes shall be placed monolithically. Fresh concrete, three inches or more in thickness, shall be vibrated internally in addition to the surface screed vibration.

As soon as finishing has been completed, all vertical joints with adjacent concrete shall be sealed by painting with thinned grout.

White pigmented liquid curing compound shall be applied immediately after joint painting is completed. The rate of application shall be 15 square yards per gallon. A second application may be required for positive protection and uniformity. Standby applicator equipment may be required if the need is indicated.

If the curing compound is not applied within ten minutes after final screeding, the finished concrete surface shall be immediately covered with wet burlap until the application of curing compound can be made. Failure to apply either curing compound or wet burlap within thirty minutes after concrete is deposited on the floor shall be cause for rejecting the work so affected. Repair concrete in the rejected areas shall be removed and the repair shall be effected at no additional cost to the contracting authority.

It is not anticipated that concrete surfaces will be sealed with linseed oil except when so noted on the plans.

649.07 LIMITATION OF OPERATIONS. During the construction period of this project, the contractor shall provide such traffic controls as required on the plans and by the specifications.

No loads other than construction equipment shall be permitted on any portion of the bridge floor after it has undergone removal of old concrete and before new concrete has been placed. No construction load shall be permitted which exceeds either an 8000 pound wheel load or a 16000 pound axle load. Any combination of axles spaced closer than four feet center-to-center of axles shall be considered as one axle.

No traffic shall be permitted on resurfacing or Class III repair work until 48 hours after placement. No traffic shall be permitted on Class II repair work until 8 hours after placement. At temperatures below 55 degrees F. the engineer may require a longer waiting time.

good a-t.

7450 August, 1970 ST 8

Journal of the
STRUCTURAL DIVISION
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BONDED CONCRETE OVERLAYS

By Raouf Sinno,[1] A. M. ASCE and Howard Furr,[2] F. ASCE

INTRODUCTION

The problem of deterioration of concrete exists throughout the United States highway system. Deterioration has taken the form of scaling, spalling, and delamination of the concrete surface. Cracking observed in some bridge decks extends completely through the slab, top to bottom, reducing the stiffness of the deck. Repairs to protect and rehabilitate existing concrete surfaces are receiving high priorities by most highway departments.

Most repairs have been made by using asphaltic overlays, epoxy concrete, polyester resin, and portland cement concrete. The portland cement concrete overlay is probably the most desirable if it: (1) Can be placed efficiently; (2) made to stay in place; and (3) serve its purpose adequately.

The technique of resurfacing concrete with concrete can be traced as far back as early 1900 (5). The feasibility and adequate performance of bonded concrete overlays reported in the literature are not confined to any one locality and are convincingly encouraging (7,8,9,11,12).

Presently, the surfacing most widely used as a general practice for repairing spalls or other surface failures in concrete is the use of bituminous materials—asphaltic overlays. Although such repairs are quick and easy, and possibly economical, experience has indicated that they are usually of a temporary nature and sometimes only hide the problem. It is believed that bituminous surfaces appear to absorb and hold ice control chemicals in contact with the concrete surface over a greater length of time thereby accelerating the deterioration (8). In addition, bituminous overlays offer little additional stiffness to the existing deteriorated concrete while adding an undersirable increase in dead load. From the structural point of view, the increase in weight

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becomes serious in deteriorated and severely cracked bridge decks.

The use of adhesive additives to concrete overlays, epoxy concretes, and commercially advertised chemicals has been attempted in field and laboratory tests. All of these have one thing in common; they are expensive methods of repair. Complete knowledge of methods of handling, rigid field control, and ample experience in their application is required (1). Sometimes, these absolute requirements and strict instructions by the manufacturers are difficult to meet in the field. Nevertheless, the use of these adhesive additives is desirable under certain conditions and has been put to beneficial use (10).

The parameters to be determined for bonded thin concrete overlays can be divided into four major study areas: (1) Preparation of existing concrete surface; (2) preparation of new concrete overlay; (3) bonding agents between new and old concrete; and (4) contribution of the concrete overlay to the stiffness of the original cross-section under static and repeated loading conditions. Results of comprehensive laboratory tests designed to evaluate the preceding parameters are studied herein.

DESCRIPTION OF TEST SPECIMENS

Concrete cubes 7 in. by 7 in. by 7 in. were cast and cured for 14 days in a 100 % humidity room. At the end of the curing period the surfaces of these

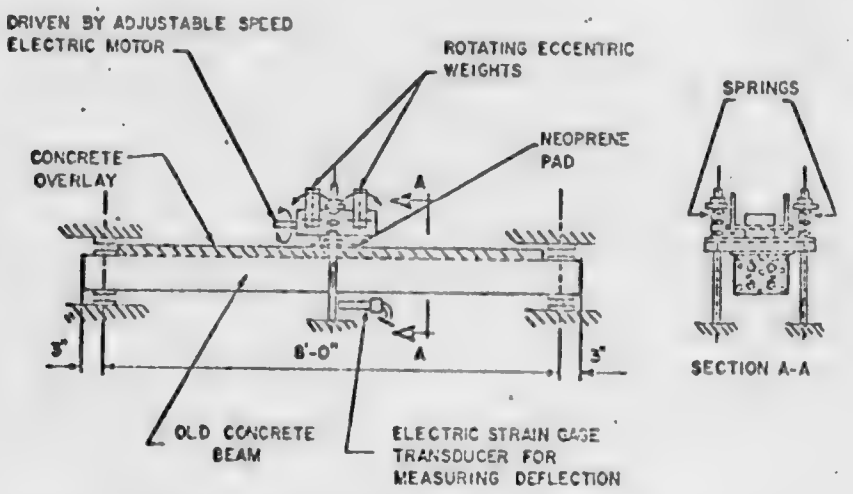

FIG. 1.—SETUP FOR REPEATED LOADING OF OVERLAID BEAMS

cubes were prepared to receive 2-in. thick concrete overlays. The parameter in this series of tests was the strength of the bond between the two concretes. Surface preparation included chipping, brushing, and sand blasting; dry surface, wet surface, and a motor oil soaked surface.

Chipping the surface with a chisel created a rough surface that penetrated approximately 1/4 in. deep from the original surface. Brushing the concrete surface was done with a steel brush to remove any laitance or film present and provided a roughened surface.

Mortar grout and a Texas Highway Department Epoxy formulation were used separately as binders between the freshly ove concrete. The grout was brushed evenly to a thick in. using a steel brush. The epoxy was brushed wi tacky film approximately 1/16 in. thick. The ove while the grout was damp and while the epoxy was were then allowed to cure for an additional seven da

Seven test beams 8 ft, 6 in. long by 7 in. wide of pared in a similar manner as the cubes, and recei concrete overlay. These beams were used to study composite section under static and repeated loadi

TABLE 1.—BEAM AND OVERLAY D

Beam designation (1)	Concrete type (2)	BEAM Dimensions, in inches Width (3)	Depth (4)	d (5)	d' (6)	Steel Reinforcem Top (7)	Bo (8)
1	Lw	6-7/8	6-1/2	5	1-1/2	1-No. 5	1-N
2	Lw	6-7/8	6-1/2	4-3/4	1-1/2	1-No. 5	1-N
3	Lw	6-7/8	6	4-1/4	1	1-No. 4	1-N
1-A	Nw	7	4-3/8	3-1/8	5/8	2-No. 4	2-N
2-A	Nw	7	5	3-3/4	1-1/4	2-No. 4	2-N
3-A[a]	Nw	7	5	3-3/4	1-1/4	2-No. 4	2-N
4-A	Nw	7	5	3-3/4	1-1/4	2-No. 4	2-N

[a] Overlay reinforced with 3 by 3 by 10 gage mesh.

TABLE 2.—BEAM AND OVERLAY P

Property (1)	Beam concrete (2)
Age, in days	28
$f'c$, in pounds per square inch	4,255
E in kips per square inch	6,060
Split Cyl f'_t, in pounds per square inch	—

beams had been cracked at several sections by cyc earlier program, and they had been stored in the 4 yr. They were made of lightweight concrete and this project because of their age and cracked co beams were made of normal weight concrete. T mat for seven days, after which they were st applying the concrete overlay, the beams were cra shown in Fig. 1. This was done to simulate bri ments in need of new bonded conc. ete overlay due t

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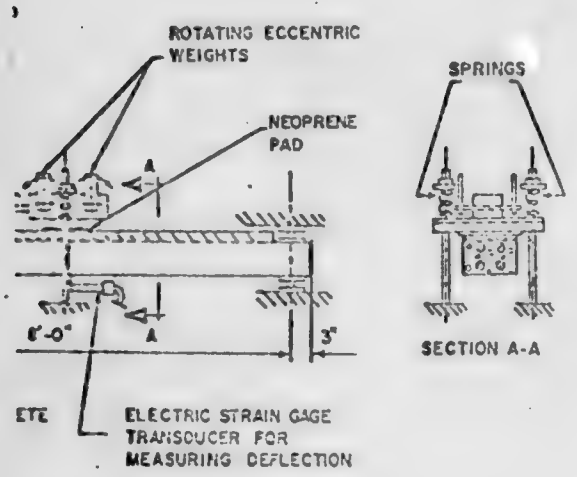

EPEATED LOADING OF OVERLAID BEAMS

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used separately as binders between the freshly overlaid concrete and the old concrete. The grout was brushed evenly to a thickness of approximately 1/8 in. using a steel brush. The epoxy was brushed with a paint brush creating a tacky film approximately 1/16 in. thick. The overlay concrete was applied while the grout was damp and while the epoxy was tacky. The overlaid cubes were then allowed to cure for an additional seven days.

Seven test beams 8 ft, 6 in. long by 7 in. wide of various depths were prepared in a similar manner as the cubes, and received a freshly overlaid thin concrete overlay. These beams were used to study the flexural rigidity of the composite section under static and repeated loading conditions. Three of the beams had been cracked at several sections by cyclic transverse loading in an earlier program, and they had been stored in the open air for approximately 4 yr. They were made of lightweight concrete and were selected to be used in this project because of their age and cracked condition. The remaining four beams were made of normal weight concrete. They were cured under a wet mat for seven days, after which they were stored in the open air. Before applying the concrete overlay, the beams were cracked using the cyclic loader shown in Fig. 1. This was done to simulate bridge decks or concrete pavements in need of new bonded concrete overlay due to existing excessive cracks.

Details of the beams, method of preparation of beam surfaces, thickness of

TABLE 1.—BEAM AND OVERLAY DETAILS

BEAM								OVERLAY		
Beam designation (1)	Concrete type (2)	Dimensions, in inches: Width (3)	Depth (4)	d (5)	d' (6)	Steel Reinforcement: Top (7)	Bottom (8)	Beam surface preparation (9)	Binder (10)	Thickness, in inches (11)
1	Lw	6-7/8	6-1/2	5	1-1/2	1-No. 5	1-No. 5	chipped	grout	1-1/2
2	Lw	6-7/8	6-1/2	4-3/4	1-1/2	1-No. 5	1-No. 5	chipped	epoxy	1-1/2
3	Lw	6-7/8	6	4-1/4	1	1-No. 4	1-No. 4	chipped	grout	1-1/2
1-A	Nw	7	4-3/8	3-1/8	5/8	2-No. 4	2-No. 4	chipped	grout	1-1/2
2-A	Nw	7	5	3-3/4	1-1/4	2-No. 4	2-No. 4	chipped	grout	1-1/2
3-A[a]	Nw	7	5	3-3/4	1-1/4	2-No. 4	2-No. 4	chipped	grout	2
4-A	Nw	7	5	3-3/4	1-1/4	2-No. 4	2-No. 4	chipped	grout	2

[a] Overlay reinforced with 3 by 3 by 10 gage mesh.

TABLE 2.—BEAM AND OVERLAY PROPERTIES

Property (1)	Beam concrete (2)	Overlay concrete (3)	(4)	(5)
Age, in days	28	7	14	42
$f'c$, in pounds per square inch	4,258	2,900	—	4,380
E in kips per square inch	6,060	6,100	—	5,700
Split Cyl f'_t, in pounds per square inch	—	421	468	—

overlay, type of bonding agent, and reinforcement in the overlays are shown in Tables 1 and 2.

MATERIALS

Concrete was made either to cast cubes or beams, designated herein as base specimens, or concrete overlays to be placed on these specimens.

Base Specimens Concrete.—Type III cement, gravel, and natural sand were used in all base specimens except for the old lightweight concrete beams. The gravel and sand gradations are shown in Table 3.

The mix design per cubic yard was as follows: Gravel, 1,930 lb; sand, 1,270 lb; cement, 517 lb; and water, 275 lb. No air entraining agent was used. Concrete was mixed in a 6 cu ft drum mixer using the following procedure: Gravel and sand with approximately half the mixing water were mixed together

TABLE 3.—GRADATION OF AGGREGATES

Sieve size	PERCENT FINER BY WEIGHT				
	Base Concrete		Overlay Concrete		Grout sand
(1)	Gravel (2)	Sand (3)	Gravel (4)	Sand (5)	(6)
1 in.	100	—	—	—	—
3/4 in.	80	—	100	—	—
1/2 in.	48	—	85	—	—
3/8 in.	20	—	60	—	—
No. 4	0	100	5	100	—
No. 8	—	90	0	90	—
No. 16	—	65	—	65	100
No. 30	—	40	—	40	95
No. 50	—	17	—	17	35
No. 100	—	0	—	0	15
Pan	—	—	—	—	0

for about 3 min, then the cement and the remaining water were added and mixing continued for an additional 3 min.

Overlay Concrete.—Type III cement, gravel, and natural sand were used. The gradations of the coarse and fine aggregates are shown in Table 2.

The mix design per cu yard was as follows: Gravel, 2,000 lb; sand, 1,208 lb; cement, 658 lb; and water, 295 lb. No air entraining agent was used. The concrete was mixed in a 2 cu ft rotary mixer using the same procedure as for the base specimens. A surface vibrator for the overlay concrete was made by modifying a regular pneumatic vibrator. The surface was smoothed by a wood screed.

Grout.—Sand and cement mortar were used as bonding agent between the overlay and existing concretes. Type III cement was used. Sand gradation is shown in Table 3.

Workable grout was brushed on top of base specimens to be overlaid to about 1/8 in. thick. The favorable grout mix design was determined from a series of shear tests on the 7-in. cubes.

Epoxy.—A Texas Highway Department Epoxy for other bonding agent. Instructions for mixing and applied by that department (6).

TEST RESULTS

Standard 6 in. by 12 in. cylinders were used to compressive strengths and moduli of elasticity of overlay concretes. The indirect tensile strength, f_t', split cylinder test. The results are shown in Tables

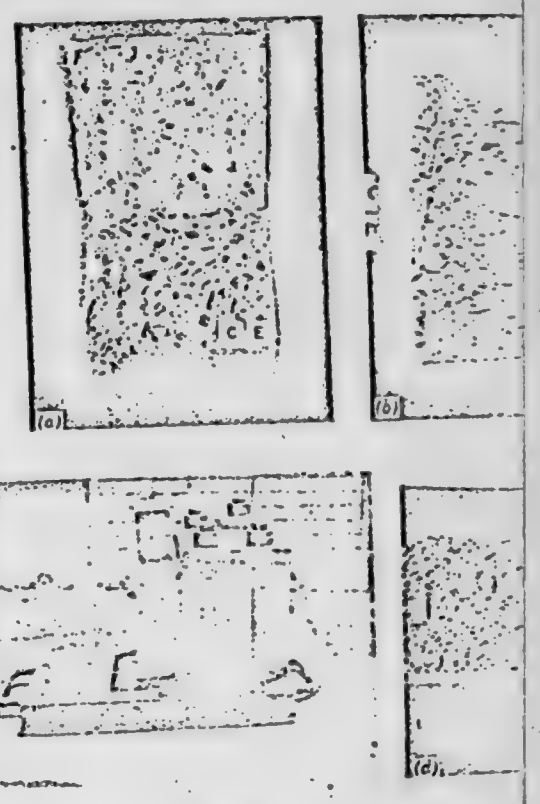

FIG. 2.—(*a*) SHEARED CUBE WITH OVERLAY; (*b*) EPO FROM CUBE SHOWN IN (*a*); (*c*) OVERLAID CUBE SURFACE OF CONCRETE BEAM PREPARED FOR OV

An overlay sheared from a prechipped cube surfa lay, is shown in Fig. 2(*a*). The sheared surface Fig. 2(*b*). The 2 in. thick freshly overlaid concrete w Fig. 2(*c*). The first series of tests, S3 and SS3 w stress of various grout mixes as bonding agents, was determined by dividing the direct shear load of the cube.

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–GRADATION OF AGGREGATES

PERCENT FINER BY WEIGHT			
crete	Overlay Concrete		Grout
Sand (3)	Gravel (4)	Sand (5)	sand (6)
—	—	—	—
—	100	—	—
—	85	—	—
—	60	—	—
100	5	100	—
90	0	90	—
65	—	65	100
40	—	40	95
17	—	17	35
0	—	0	15
—	—	—	0

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Epoxy.—A Texas Highway Department Epoxy formulation was used as another bonding agent. Instructions for mixing and applying the epoxy was supplied by that department (6).

TEST RESULTS

Standard 6 in. by 12 in. cylinders were used to determine the ultimate compressive strengths and moduli of elasticity of both base specimens and overlay concretes. The indirect tensile strength, f_t', was determined from the split cylinder test. The results are shown in Tables 1 and 2.

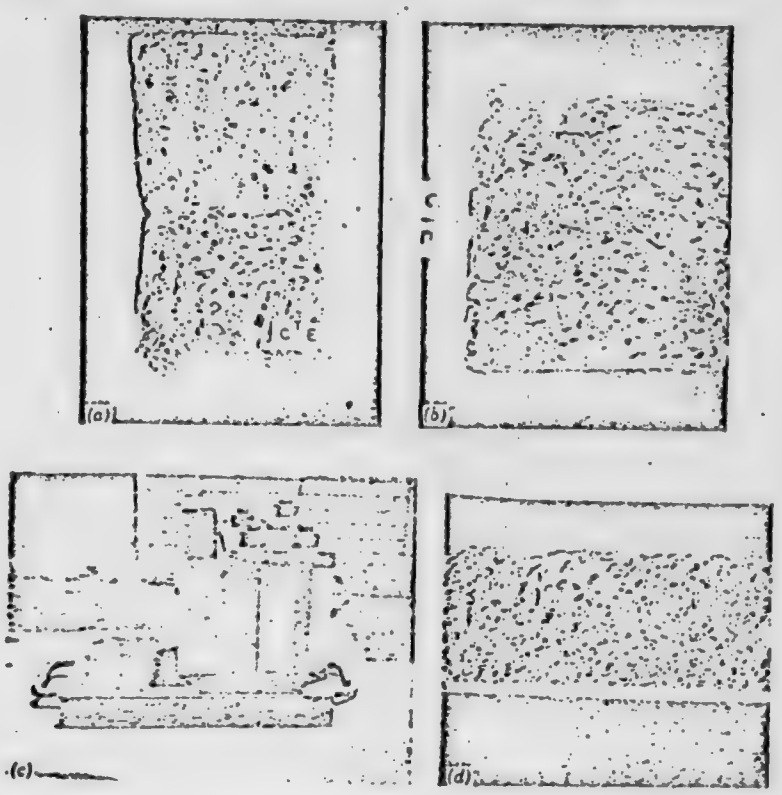


FIG. 2.—(*a*) SHEARED CUBE WITH OVERLAY; (*b*) EPOXIED OVERLAY SHEARED FROM CUBE SHOWN IN (*a*); (*c*) OVERLAID CUBE IN SHEAR RIG, (*d*) CHIPPED SURFACE OF CONCRETE BEAM PREPARED FOR OVERLAY

An overlay sheared from a prechipped cube surface, epoxied concrete overlay, is shown in Fig. 2(*a*). The sheared surface of the overlay is shown in Fig. 2(*b*). The 2 in. thick freshly overlaid concrete was sheared off as shown in Fig. 2(*c*). The first series of tests, S3 and SS3 were made to study the bond stress of various grout mixes as bonding agents, see Table 4. Bond stress was determined by dividing the direct shear load by the cross sectional area of the cube.

The cement-sand ratio of 1:0.75 gave the highest bond stress when the cube surfaces were brushed clean or sand blasted. Consistent results were obtained for both series, S3 and SS3, except in the case where the grout had no sand in

TABLE 4.—BOND STRESS OF OVERLAY TO 7-IN. CUBES WITH GROUT AS BONDING AGENT

Series (description) (1)	Cubes designation (2)	Surface preparation (3)	Grout mix cement: sand (4)	Overlay concrete, in sacks per cubic yard (5)	Bonding[a] stress (pounds per square inch shear) (6)
S3, (Dry surface before placing overlay)	A	brushed	1:1-1/2	7	427
	B	brushed	1:1	7	424
	C	brushed	1:3/4	7	537
	D	brushed	1:0	7	506
SS3, (Dry surface before placing overlay)	A	sand blast	1:1-1/2	7	408
	B	sand blast	1:1	7	428
	C	sand blast	1:3/4	7	535
	D	sand blast	1:0	7	367

[a] Average of two cubes.

TABLE 5.—BOND STRESS FROM DIRECT SHEAR TEST ON 7-IN. CUBES

Series (description) (1)	Cubes designation (2)	Surface preparation (3)	Bonding agent (4)	Overlay concrete, in sacks per cubic yard (5)	Bond[a] stress, in pounds per square inch (6)
S1, (Dry surface before placing overlay)	A	chipped	epoxy	7	531
	B	brushed	epoxy	7	612
	C	chipped	grout	7	458
	D	brushed	grout	7	458
S2, (Surface soaked with water for 24 hrs. Overlay was placed on wet surface)	A	chipped	epoxy	7	94
	B	brushed	epoxy	7	77
	C	chipped	grout	7	405
	D	brushed	grout	7	410
SS1, (Surface soaked with motor oil for 3 days)	A	chipped	epoxy	7	452
	B	chipped	grout	7	343
	C	brushed	grout	7	55
	D	sand blast	grout	7	327
SS2, (Dry surface overlay)	A	chipped	none	7	129
	B	brushed	none	7	187

[a] Average of two cubes.

TABLE 6.—EFFECT OF CYCLIC LOADING ON MODULUS OF CONCRETE OVERLAID BEAMS

Beam number and concrete type (1)	Number of cycles, in millions (2)	Measured *EI*, in kip-inches squared (3)
No. 1, lightweight, (1-1/2 in. overlay)	No overlay	140,000
	0	414,000
	1.0	372,000
	4.0	315,000
	7.0	354,000
	0	153,000
	1.0	140,000
No. 3, lightweight, (1-1/2 in. overlay)	No overlay	119,000
	0	498,000
	1.0	433,000
	2.0	368,000
	0	226,000
	2.0	122,000
No. 4, lightweight, (1-1/2 in. overlay)	No overlay	112,000
	0	344,000
	1.0	288,000
	2.0	271,000
	0	192,000
	0.5	167,000
No. 1-A, normal weight, (1-1/2 in. overlay)	No overlay	97,000
	0	329,000
	1.0	335,000
	2.0	312,000
	0	312,000
	1.0	312,000
	0	164,000
	0.67	153,000
No. 2-A, normal weight, (1-1/2 in. overlay)	No overlay	252,000
	0	697,000
	1.0	719,000
	2.0	575,000
	0	575,000
	1.0	404,000
	0	273,000
	1.0	170,000
No. 3-A, normal weight, (2 in. overlay)	No overlay	198,000
	0	498,000
	1.0	400,000
	2.0	400,000
	0	400,000
	1.0	329,000
	0	
	1.0	
No. 4-A, normal weight, (2 in. overlay)	No overlay	119,000
	0	736,000
	1.0	594,000
	2.0	575,000
	0	575,000
	1.0	557,000
	0	391,000
	1.0	222,000

OVERLAY TO 7-IN. CUBES WITH GROUT AS BONDING

Surface preparation (3)	Grout mix cement: sand (4)	Overlay concrete, in sacks per cubic yard (5)	Bonding[a] stress (pounds per square inch shear) (6)
brushed	1:1-1/2	7	427
brushed	1:1	7	424
brushed	1:3/4	7	537
brushed	1:0	7	506
sand blast	1:1-1/2	7	408
sand blast	1:1	7	428
sand blast	1:3/4	7	535
sand blast	1:0	7	367

SS FROM DIRECT SHEAR TEST ON 7-IN. CUBES

Surface preparation (3)	Bonding agent (4)	Overlay concrete, in sacks per cubic yard (5)	Bond[a] stress, in pounds per square inch (6)
ıipped	epoxy	7	531
:ushed	epoxy	7	612
ıipped	grout	7	458
:ushed	grout	7	458
ıipped	epoxy	7	94
:ushed	epoxy	7	77
ıipped	grout	7	405
:ushed	grout	7	410
ıipped	epoxy	7	452
ıipped	grout	7	343
:ushed	grout	7	55
ınd blast	grout	7	327
ıipped	none	7	129
:ushed	none	7	187

TABLE 6.—EFFECT OF CYCLIC LOADING ON MODULUS OF RIGIDITY, *EI*, OF CONCRETE OVERLAID BEAMS

Beam number and concrete type (1)	Number of cycles, in millions (2)	Measured *EI*, in kip-inches squared (3)	Type of loading (4)	$\frac{(EI) \text{ with overlay}}{(EI) \text{ no overlay}}$ (5)
No. 1, lightweight, (1-1/2 in. overlay)	No overlay	140,000	—	—
	0	414,000	I	2.96
	1.0	372,000	I	2.66
	4.0	315,000	I	2.25
	7.0	354,000	I	2.53
	0	153,000	III	1.09
	1.0	140,000	III	1.00
No. 3, lightweight, (1-1/2 in. overlay)	No overlay	119,000	—	—
	0	498,000	I	4.18
	1.0	433,000	I	3.64
	2.0	388,000	I	3.26
	0	226,000	III	1.90
	2.0	122,000	III	1.03
No. 4, lightweight, (1-1/2 in. overlay)	No overlay	112,000	—	—
	0	344,000	I	3.07
	1.0	288,000	I	2.57
	2.0	271,000	I	2.42
	0	192,000	III	1.71
	0.5	187,000	III	1.67
No. 1-A, normal weight, (1-1/2 in. overlay)	No overlay	97,000	—	—
	0	329,000	I	3.39
	1.0	335,000	I	3.45
	2.0	312,000	I	3.22
	0	312,000	II	3.22
	1.0	312,000	II	3.22
	0	164,000	III	1.69
	0.67	153,000	III	1.58
No. 2-A, normal weight, (1-1/2 in. overlay)	No overlay	252,000	—	—
	0	697,000	I	2.77
	1.0	719,000	I	2.85
	2.0	575,000	I	2.28
	0	575,000	II	2.28
	1.0	404,000	II	1.60
	0	273,000	III	1.08
	1.0	170,000	III	0.67
No. 3-A, normal weight, (2 in. overlay)	No overlay	198,000	—	—
	0	498,000	I	2.52
	1.0	400,000	I	2.02
	2.0	400,000	I	2.02
	0	400,000	II	2.02
	1.0	329,000	II	1.66
	0		III	—
	1.0		III	—
No. 4-A, normal weight, (2 in. overlay)	No overlay	119,000	—	—
	0	736,000	I	6.14
	1.0	594,000	I	5.0
	2.0	575,000	I	4.83
	0	575,000	II	4.83
	1.0	557,000	II	4.68
	0	391,000	III	3.29
	1.0	222,000	III	1.86

ft. Based on these results the cement: sand ratio of 1:0.75 was used on all subsequent grouted overlays.

The second series of tests, Table 5, studied the effect of various surface preparations and bonding agents. Overlays made on dry surfaces showed higher bonding strength with epoxy binder than with grout binder. However, when the surface was damp or wet, epoxied overlays had very little bond, and grouted overlays showed approximately 10 % lower bond stress. These results are in agreement with the findings of Felt in his comparative study of wet versus dry surfaces on bonding of grouted overlays (4).

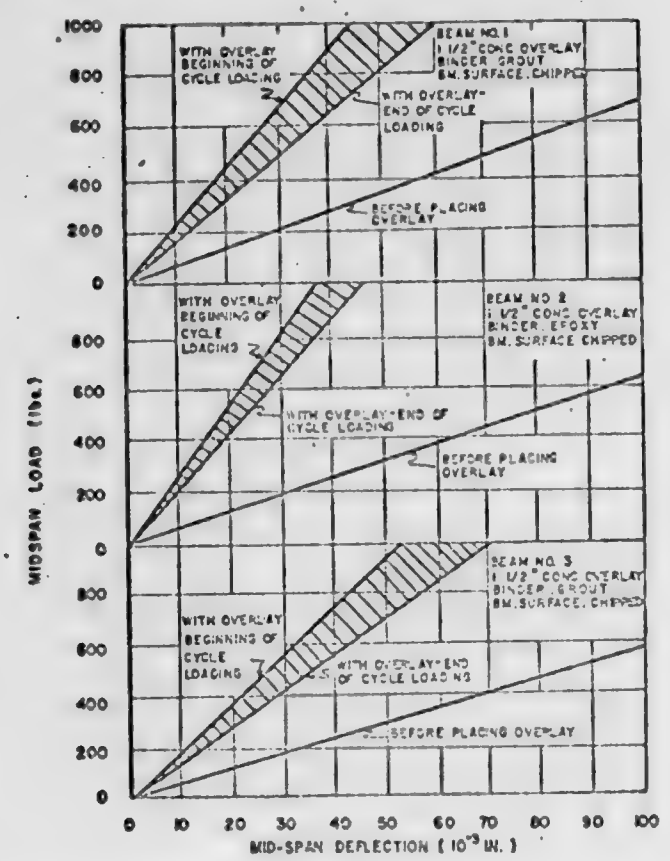


FIG. 3.—LOAD-DEFLECTION RELATIONSHIP FOR BEAMS 1, 2, AND 3

The surfaces of Series SS1 were soaked with motor oil for three days before surface preparations were made. Again, epoxied overlays showed higher bond stress than grouted overlays for chipped surfaces. Grout on a brushed surface showed little bond, while sand blasted surfaces gave similar results to those chipped. These results indicate that brushing existing bridge decks might not be sufficient to remove oil traces that might have been deposited on that surface.

A chipped surface of a beam prepared to receive a concrete overlay is shown in Fig. 2(*d*). The overlaid beams were tested under repeated loads using the cyclic loader shown in Fig. 1. The mid-span load-deflection diagrams were measured from the precracked beams before placing the overlays. From these diagrams the flexural rigidity, *EI*, of the bea- fore applying the cyclic loads, and after the over- were repeated, and new values for the stiffnesses we- 6.

The beam was cyclically loaded to deflect that a calculated 20 ksi stress in the tension steel before load-deflection relationships were determined by st-

Three loading types were used. Loading Type I c that produced 20 ksi in the tension steel before the cy- ing Type II corresponded to 150 % of that load. Loa-

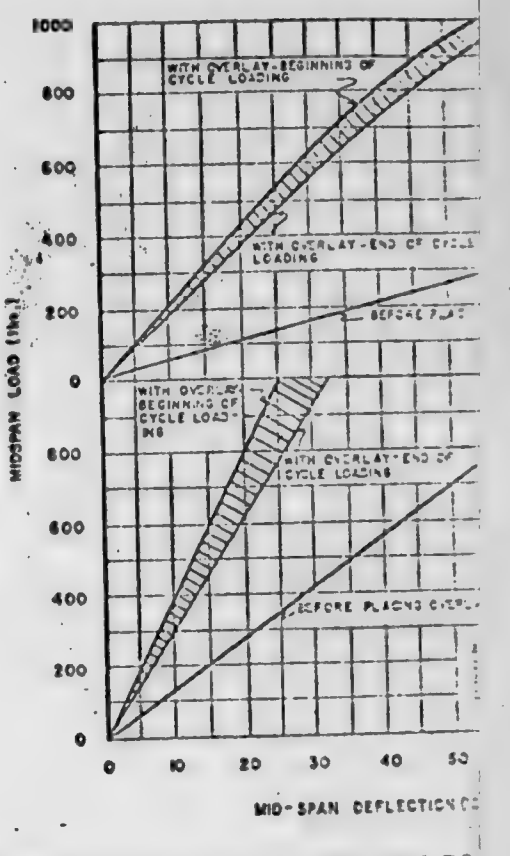
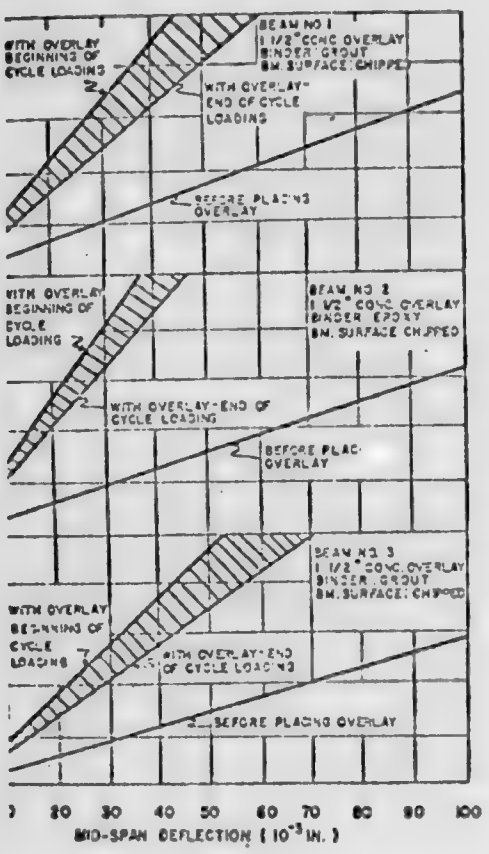


FIG. 4.—LOAD-DEFLECTION RELATIONSHIP FO-

loading Type I, with the exception that the beam overlay was primarily in tension while the beam sion. Then the beam was turned over to its origin- was applied to determine the ultimate load capaci-

The flexural rigidity of the beam, *EI*, before various stages of loading is shown in Table 6. Th- overlay to the stiffness before placing the overlay The mid-span load-deflection diagrams of the bea- and 5. These figures give a comparative picture o- the beam after the overlay is placed and its de- Type I.

s the cement: sand ratio of 1:0.75 was used on all
ys.
tests, Table 5, studied the effect of various surface
gents. Overlays made on dry surfaces showed higher
y binder than with grout binder. However, when the
, epoxied overlays had very little bond, and grouted
ately 10 % lower bond stress. These results are in
gs of Felt in his comparative study of wet versus
grouted overlays (4).


WITH OVERLAY BEGINNING OF CYCLE LOADING
BEAM NO 1
1 1/2" CONC OVERLAY
BINDER GROUT
BM. SURFACE CHIPPED
WITH OVERLAY-END OF CYCLE LOADING
BEFORE PLACING OVERLAY
WITH OVERLAY BEGINNING OF CYCLE LOADING
BEAM NO 2
1 1/2" CONC OVERLAY
BINDER EPOXY
BM. SURFACE CHIPPED
WITH OVERLAY-END OF CYCLE LOADING
BEFORE PLACING OVERLAY
WITH OVERLAY BEGINNING OF CYCLE LOADING
BEAM NO 3
1 1/2" CONC. OVERLAY
BINDER GROUT
BM. SURFACE CHIPPED
WITH OVERLAY-END OF CYCLE LOADING
BEFORE PLACING OVERLAY
0 10 20 30 40 50 60 70 80 90 100
MID-SPAN DEFLECTION (10⁻³ IN.)

ECTION RELATIONSHIP FOR BEAMS 1, 2, AND 3

these diagrams the flexural rigidity, *EI*, of the beams were determined. Before applying the cyclic loads, and after the overlay was cast, these tests were repeated, and new values for the stiffnesses were determined, see Table 6.

The beam was cyclically loaded to deflect that amount which produced a calculated 20 ksi stress in the tension steel before placing the overlay. The load-deflection relationships were determined by static loadings.

Three loading types were used. Loading Type I corresponded to the load that produced 20 ksi in the tension steel before the overlay was placed. Loading Type II corresponded to 150 % of that load. Loading Type III was equal to

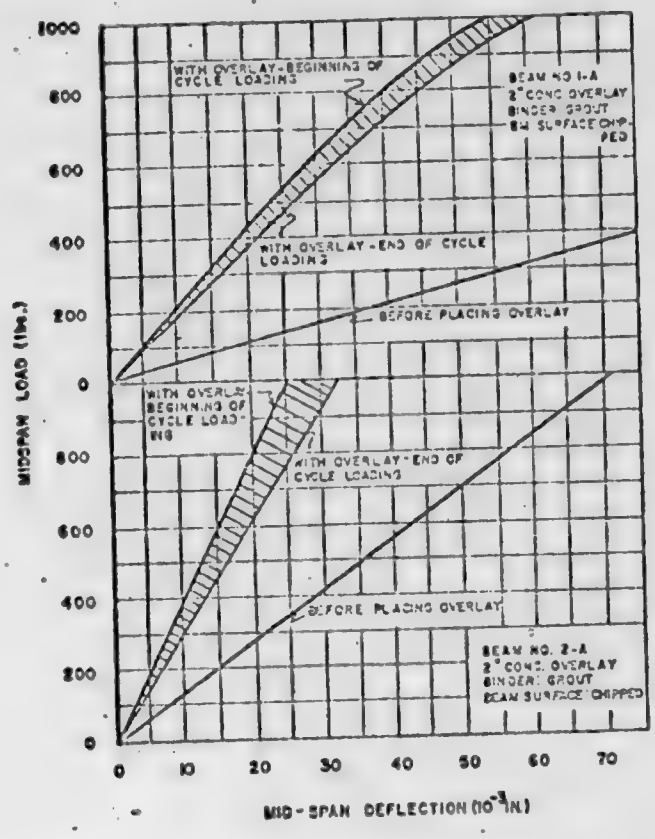


FIG. 4.—LOAD-DEFLECTION RELATIONSHIP FOR BEAMS 1-A AND 2-A

SS1 were soaked with motor oil for three days be-
were made. Again, epoxied overlays showed higher
overlays for chipped surfaces. Grout on a brushed
d, while sand blasted surfaces gave similar results
results indicate that brushing existing bridge decks
remove oil traces that might have been deposited

beam prepared to receive a concrete overlay is
rlaid beams were tested under repeated loads using
n Fig. 1. The mid-span load-deflection diagrams
ecracked beams before placing the overlays. From

loading Type I, with the exception that the beam was turned over so that the overlay was primarily in tension while the beam was primarily in compression. Then the beam was turned over to its original position and a static load was applied to determine the ultimate load capacity.

The flexural rigidity of the beam, *EI*, before placing the overlay, and at various stages of loading is shown in Table 6. The ratio of the stiffness with overlay to the stiffness before placing the overlay is shown in the last column. The mid-span load-deflection diagrams of the beams are shown in Figs. 3, 4, and 5. These figures give a comparative picture on the improved stiffness of the beam after the overlay is placed and its decrease at the end of loading Type I.

In a field installation of a bonded concrete overlay to a bridge deck, the increased stiffness provided by the overlay should reduce deflections under wheels which would reduce stresses from slab action. Vibrational characteristics of the slab, too, will be changed. The added stiffness will increase the natural frequency whereas the additional mass will tend to reduce it. The net frequency change would probably be an increase because the frequency varies directly with the third power of thickness and inversely with the mass.

It is believed that if bond failure takes place during cyclic loading, then a drastic decrease in the stiffness occurs. No beam showed a noticeable bond distress under loading Types I and II. Tension cracks already in the beam, precracked by the cyclic loader before casting the overlay, extended vertically

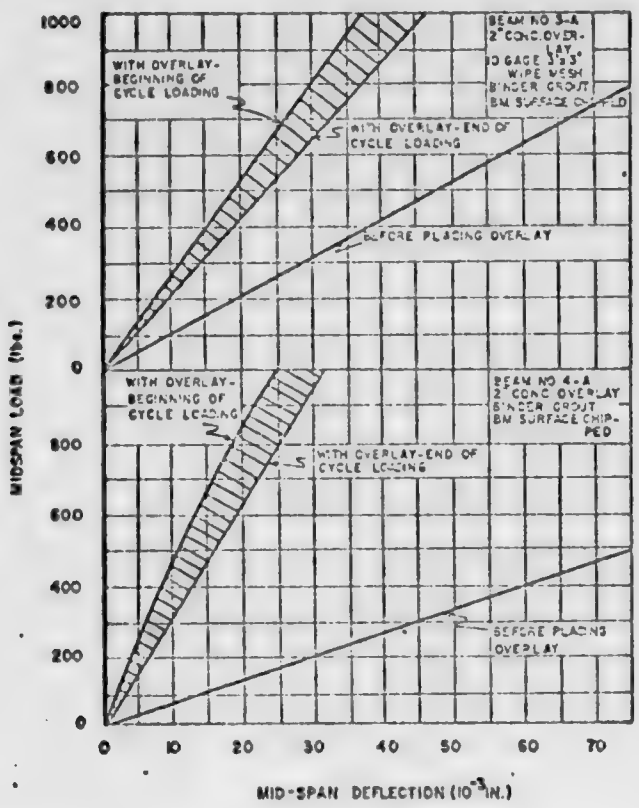


FIG. 5.—LOAD-DEFLECTION RELATIONSHIP FOR BEAMS 3-A AND 4-A

under loading Type II; some extended all the way through the overlay. Under loading Type III, the overlay cracked vertically during the first few cycles of loading. However, these cracks in the overlay did not extend horizontally at the interface of the beam and the overlay. Beams 3-A and 4-A, which had a 2 in. overlay, were an exception. A small 3-in. long horizontal crack appeared at the interface under loading Type III. These two beams had a sudden failure when loaded statically to failure, and a complete separation of the overlay from the beam occurred.

The bond between the overlay and beam 1-A was broken intentionally at two points, 2 ft from the center line of the beam for a distance of 5 in. This was done by placing a strip of polyethylene plastic 5 in. wi[de] before placing the overlay. No distress was notice[able] time during loading.

The calculated horizontal shear stress between the beam was less than 25 psi for all beams. This is abo[ut] in a bridge deck. From the direct shear tests, a shea[r] psi is reported here. Therefore, there should be n[o] bridge from this type of shear. Poor bonding beca[use] preparation prior to placing the overlay could contri[bute] as indicated from the direct shear tests.

A concentrated static load was applied at mid-spa[n] was completed. The bonded concrete overlay was in c[ontact]

TABLE 7.—THEORETICAL ULTIMATE MOMENT CAPA[CITY] VALUES

Beam (type) (1)	Theoretical Ultimate Moment, in foot-kips		Measured ul[timate] with overl[ay] in foot-kip[s] (4)
	Without overlay (2)	With overlay (3)	
1 (Light-weight)	8.09	12.90	11.37
2 (Light-weight)	7.35	12.00	12.37
3 (Light-weight	5.26	8.75	—
1A (Normal weight)	5.43	11.48	8.94
2A (Normal weight)	6.69	12.80	12.78
3A (Normal weight)	6.69	14.80	15.41
4A (Normal weight)	6.69	14.80	15.61

forcing steel was in tension. The theoretical ultimate and after placing the overlay were determined by the Method, ACI 318-63. The overall depth was taken beam and the concrete overlay. Measured and the[o] are shown in Table 7.

SUMMARY AND CONCLUSI[ONS]

Direct shear tests were performed on thin b[eams] evaluate the parameters involved in bonding fresh habilitate deteriorated concrete surfaces. Cement

bonded concrete overlay to a bridge deck, the
d by the overlay should reduce deflections under
stresses from slab action. Vibrational character-
be changed. The added stiffness will increase the
he additional mass will tend to reduce it. The net
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r of thickness and inversely with the mass.
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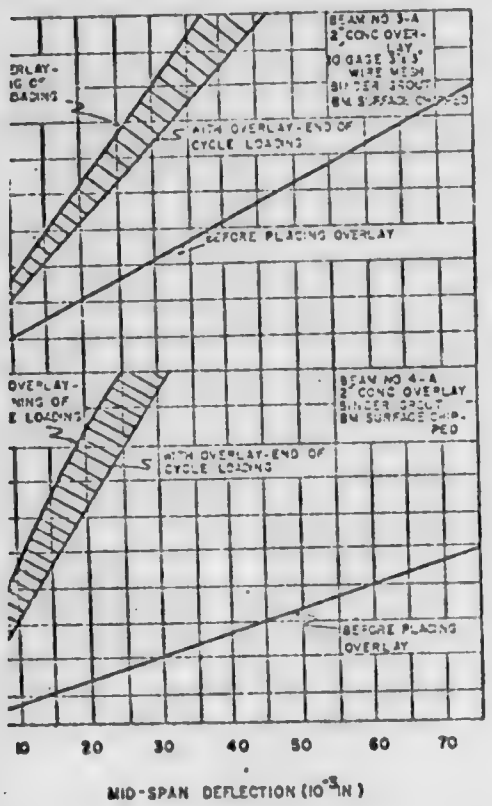

CTION RELATIONSHIP FOR BEAMS 3-A AND 4-A

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ilure, and a complete separation of the overlay from

verlay and beam 1-A was broken intentionally at two
r line of the beam for a distance of 5 in. This was

done by placing a strip of polyethylene plastic 5 in. wide on the top of the beam before placing the overlay. No distress was noticeable at these points at any time during loading.

The calculated horizontal shear stress between the concrete overlay and the beam was less than 25 psi for all beams. This is about what might be expected in a bridge deck. From the direct shear tests, a shear capability of about 400 psi is reported here. Therefore, there should be no distress in an overlaid bridge from this type of shear. Poor bonding because of improper surface preparation prior to placing the overlay could contribute to field delamination as indicated from the direct shear tests.

A concentrated static load was applied at mid-span after the cyclic loading was completed. The bonded concrete overlay was in compression and the reinforcing steel was in tension. The theoretical ultimate moment capacities before and after placing the overlay were determined by the Ultimate Strength Design Method, ACI 318-63. The overall depth was taken as the sum of the original beam and the concrete overlay. Measured and theoretical ultimate moments are shown in Table 7.

TABLE 7.—THEORETICAL ULTIMATE MOMENT CAPACITY VERSUS MEASURED VALUES

Beam (type) (1)	Theoretical Ultimate Moment, in foot-kips		Measured ultimate moment with overlay, in foot-kips (4)	Measured moment (4) / Theoretical moment (3) (5)
	Without overlay (2)	With overlay (3)		
1 (Lightweight)	8.09	12.90	11.37	0.88
2 (Lightweight)	7.35	12.00	12.37	1.03
3 (Lightweight	5.26	8.75	—	—
1A (Normal weight)	5.43	11.48	8.94	0.78
2A (Normal weight)	6.69	12.80	12.78	1.00
3A (Normal weight)	6.69	14.80	15.41	0.96
4A (Normal weight)	6.69	14.80	15.61	0.95

SUMMARY AND CONCLUSIONS

Direct shear tests were performed on thin bonded concrete overlays to evaluate the parameters involved in bonding freshly overlaid concrete to rehabilitate deteriorated concrete surfaces. Cement grout and epoxy were found

to offer sufficient bond to make feasible repairs of deteriorated concrete surfaces using thin concrete overlays.

The performance of precracked freshly overlaid concrete beams was evaluated under static and repeated loading conditions. Over 2,000,000 cycles of primarily compressive stresses in the overlay, based on 20 ksi in tension steel before placing the overlay, were applied. No bond failure of grouted or epoxied concrete overlays was detected. The load was then increased by 50 % and 1,000,000 additional cycles were applied. Although tensile cracks appeared across the overlay at that loading level, no bond failure could be ascertained along the length of the beam. The thin bonded concrete overlays increased the flexural rigidity and the load carrying capacity of the tested beams to much higher levels than the decrease caused by their added dead weight.

ACKNOWLEDGMENT

The work reported herein was performed at the Texas Transportation Institute of Texas A&M University. The project was sponsored by the Texas Highway Department in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads.

The opinions, findings, and conclusions expressed herein are not necessarily those of the sponsors.

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Journal of the
STRUCTURAL DIVIS
Proceedings of the American Society

BOUNDING OF FRAME BUCKL

By Alfred Korn,[1] M. AS

INTRODUCTION

The subject of elastic frame stability cont attention. The idealized sway buckling load of a f is known to be a parameter aiding in the descripti Both the inelastic instability of the framework a elastic response can be empirically related to the For frameworks having insufficient sway stiffn raise the stability of the system to a level where represent the earliest form of instability (4,5).

The investigation of frame buckling can be r following set of homogeneous linear equations:

$$[K_{(P)}]\{X\} = \{0\} \quad \ldots\ldots\ldots\ldots\ldots$$

K = structure stiffness matrix; the subscript P ness coefficients are a function of the axial loa right side vector, corresponding to the displac system is initially loaded without causing primar ideal structure, free of axial deformation effec mary axial forces. It is desired to find the load P shape, X, associated with a bifurcation of equilibr shape (see Fig. 1). Numerically, this requires th be determined such that $K_{(P)}$ becomes singular. simple—choose a trial load, establish the stiffn and compute the determinant of the stiffness m loads, the value of P_{CR} can be interpolated from ues. Nevertheless, the evaluation of each deter performance of a complete linear structural an

Note.—Discussion open until January 1, 1971. To a written request must be filed with the Executive S of the copyrighted Journal of the Structural Divisio ciety of Civil Engineers, Vol. 96, No. ST8, August, 1 review for possible publication on August 11, 1969.

[1]Assoc. Prof. of Civ. Engrg., Southern Illinois Un

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Design of Concrete Overlays for Pavements

Reported by Subcommittee VIII,
ACI Committee 325

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TITLE NO. 64-40

Design of Concrete Overlays for Pavements

Reported by Subcommittee VIII,
ACI Committee 325

GORDON K. RAY
Chairman

PHILIP P. BROWN
FRANK M. MELLINGER
L. T. OEHLER
FRANK M. WRAY

This report up-dates the 1958 report and presents further information on bonded concrete resurfacing. Consideration is also given to concrete overlays on flexible pavements. Design procedures which will give dependable results in situations evaluated by mature engineering judgment are presented; however, note is made that they are subject to further refinement.

Keywords: bond (reinforced concrete); concrete pavements; concretes; continuously reinforced concrete pavements; highways; joints; maintenance; overlay; pavements; pavements (airport); reinforced concrete; reinforcement; resurfacing; soil mechanics; structural design.

INTRODUCTION

Subcommittee VIII reported on the design of concrete overlays in the ACI JOURNAL of September 1958. The purpose at this time will be to update the 1958 report. In addition, further information is given on bonded concrete resurfacing and the consideration of concrete overlays built on flexible pavements is included.

CONCRETE OVERLAYS FOR RIGID PAVEMENTS

General

The 1958 subcommittee report dealt with overlays designed to strengthen and/or upgrade an existing concrete pavement. Consideration was given to the requirements of overlay slabs placed directly on the existing pavement and to the effect of separation courses between the old and new slabs. Although this report will make no substantial change in design procedures, they will be reviewed here to bring together all the pertinent data.

Overlay slab thickness (partially bonded and unbonded overlays)

For many years concrete resurfacing courses were designed on the assumption that the strength of the two slabs is equal to that of a single slab having a thickness equal to the square root of the sum of the squares of the pavement and resurfacing:

$$T = \sqrt{T_r^2 + T_o^2} \qquad (1)$$

where

T = thickness of required single slab, in.
T_r = thickness of resurfacing, in.
T_o = thickness of existing slab, in.

or

$$T_r = \sqrt{T^2 - T_o^2}$$

Traffic tests on overlay pavements placed directly on existing slabs have provided evidence that this formula will yield thicknesses that are very conservative. The U.S. Army Corps of Engineers, which has conducted more tests on overlay pavements than any other agency, makes this comment regarding the formula in Appendix II to its Rigid Pavement Design Manual:[1]

> "The results of the traffic testing at Lockbourne No. 1 and No. 2 and Sharonville No. 2 indicated that the above relationship was approximately correct when a leveling course, cushion course or bond-breaking course was placed between the two slabs, and that the relationship was too conservative when the overlay was placed directly on the base slab without purposely destroying the bond between the slabs."

If no special steps are taken to prevent bond between the resurfacing and the underlying pavement, the two slabs will act to some degree as an integral unit rather than independently as assumed in Eq. (1). Based on its testing, the

Corps of Engineers evolved this formula for design of resurfacing placed directly on the existing pavement:

$$T_r = \sqrt[1.4]{T^{1.4} - T_o^{1.4}} \quad (2)$$

The use of this formula results in resurfacing of less thickness than obtained from using Eq. (1). This is in recognition of the fact that friction between the two slabs causes the system to have somewhat greater capacity than indicated by Eq. (1).

Since concrete pavements considered for resurfacing will have variable structural values depending on their conditions, it has been necessary to introduce a coefficient, C, to express the pavement condition. The practice has been to use the following values for C:

$C = 1.0$ when the existing pavement is in good over-all structural condition

$C = 0.75$ when the existing pavement has initial joint and corner cracks due to loading, but no progressive structural distress or recent cracking

$C = 0.35$ when the existing pavement is generally badly cracked or shattered structurally

Using the coefficient C, the two basic equations for expressing overlay thickness would become:

$$T_r = \sqrt{T^2 - CT_o^2} \quad (3)$$

which is the equation for use when bond is prevented; and

$$T_r = \sqrt[1.4]{T^{1.4} - CT_o^{1.4}} \quad (4)$$

which is the equation for use when resurfacing is placed directly on the existing pavement.

As an illustration of the difference between the two equations, it is assumed that the existing pavements in both cases are 7 in. (nom. 18 cm)* thick and the required thickness of an equivalent single slab is 9 in. (nom. 23 cm). Comparative thicknesses of resurfacing for the various values assigned the coefficient C would be:

	Eq. (3) in. (cm)	Eq. (4) in. (cm)
$C = 1.0$	5.66 (15.4)	3.78 (9.59)
$C = 0.75$	6.65 (16.8)	5.27 (13.4)
$C = 0.35$	7.99 (20.3)	7.35 (18.7)

The design of a concrete overlay requires consideration of the relative flexural strengths of the overlay and base slabs. Since these will seldom be the same, some adjustment should be made so that application of the equations will take the strength differences into account. This can be done by using the flexural strength of the resurfacing layer for computing the equivalent single slab thickness used in the applicable equation. Normally this will be lower than the base pavement since it will be based on the 28-day modulus of rupture while the base will be several years old. The strength gain during this period should result in flexural strengths well above the 28-day value. Mellinger[2] proposes a somewhat more involved method of adjustment for strength differences in the two layers.

Bonded concrete overlays

Since 1955, bonded resurfacing[3] has been used on large areas of airfield pavements and to a lesser extent on highway pavements. The resurfacings were applied both to correct surface defects and to increase the structural capacity of pavements. Bonded resurfacings of from 2 to 7 in. (nom. 5 to 18 cm) thickness have given excellent performance on operational pavements.[5,6] On a test track at Sharonville, Ohio, the Corps of Engineers constructed an 11-in. (28 cm) bonded overlay on a 17-in. (43 cm) base slab.[2] This overlaid pavement was tested in comparison with a monolithic 28-in. (71-cm) slab by trafficking with a test rig which applied a dual-tandem gear load of 325,000 lb (148,000 kg) on the pavement. Strain gage readings indicated that the section of pavement with the bonded overlay performed as a monolithic slab of equal thickness. Mellinger[2] reported that some spalling occurred over the dowels in the longitudinal joint of the bonded overlay. Mellinger has suggested that placing the dowels below the middepth of the overlay might be a means of averting this type of failure. Where large increases in pavement load capacity are expected, a separate evaluation of the pavements' ability to transfer load at the joints should be made.

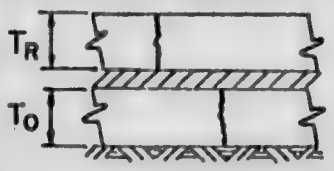
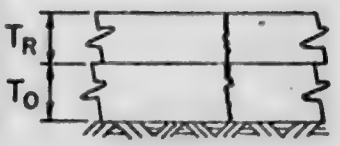
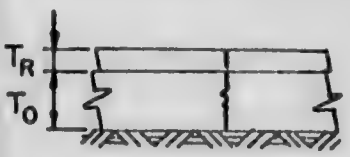
Bonded resurfacing is placed on a completely cleaned and prepared surface with a bonding agent consisting of a sand-cement grout or an epoxy mixture.[3,4] When used on a structurally sound slab to increase its load-carrying capacity, the overlay and base slab should have a combined thickness equal to a single slab of adequate design for the planned loading.

Joint location

Regarding joints, it is necessary to report that joints and random cracks in the base pavement will generally be reflected in the partially bonded concrete resurfacing unless some preventative measures are taken. The practice generally used to prevent joint reflection can be easily described

*The System International (metric) values in this report are direct conversions of the British System values shown. They do not necessarily represent common metric ranges or sizes. For practical application, the user should adjust them to conform to practice in the area where they are to be used.

CONCRETE OVERLAYS ON CONCRETE PAVEMENT

		UNBONDED OR SEPARATED OVERLAY	PARTIALLY BONDED OR DIRECT OVERLAY	BONDED OR MONOLITHIC OVERLAY
TYPE OF OVERLAY				
PROCEDURE		CLEAN SURFACE DEBRIS AND EXCESS JOINT SEAL PLACE SEPARATION COURSE-PLACE OVERLAY CONCRETE.	CLEAN SURFACE DEBRIS AND EXCESS JOINT SEAL AND REMOVE EXCESSIVE OIL AND RUBBER-PLACE OVERLAY CONCRETE	SCARIFY ALL LOOSE CONCRETE, CLEAN JOINTS, CLEAN AND ACID ETCH SURFACE-PLACE BONDING GROUT AND OVERLAY CONCRETE.
MATCHING OF JOINTS IN OVERLAY & PAVEMENT	LOCATION	NOT NECESSARY	REQUIRED	REQUIRED
	TYPE	NOT NECESSARY	NOT NECESSARY	REQUIRED
REFLECTION OF UNDERLYING CRACKS TO BE EXPECTED		NOT NORMALLY	USUALLY	YES
REQUIREMENT FOR STEEL REINFORCEMENT		REQUIREMENT IS INDEPENDENT OF THE STEEL IN EXISTING PAVEMENT OR CONDITION OF EXISTING PAVEMENT.	REQUIREMENT IS INDEPENDENT OF THE STEEL IN EXISTING PAVEMENT. STEEL MAY BE USED TO CONTROL CRACKING WHICH MAY BE CAUSED BY LIMITED NON-STRUCTURAL DEFECTS IN PAVEMENT.	NORMALLY NOT USED IN THIN OVERLAYS. IN THICKER OVERLAY STEEL MAY BE USED TO SUPPLEMENT STEEL IN EXISTING PAVEMENT.
FORMULA FOR COMPUTING THICKNESS OF OVERLAY (T_r) NOTE: T IS THE THICKNESS OF MONOLITHIC PAVEMENT REQUIRED FOR THE DESIGN LOAD ON THE EXISTING SUPPORT C IS A STRUCTURAL CONDITION FACTOR T_R SHOULD BE BASED ON THE FLEXURAL STRENGTH OF		$T_r = \sqrt{T^2 - CT_0^2}$ OVERLAY CONCRETE	$T_r = \sqrt[1.4]{T^{1.4} - CT_0^{1.4}}$ OVERLAY CONCRETE	$T_r = T - T_0$ NOTE: THE ABILITY OF THE OVERLAID SLAB TO TRANSFER LOAD AT THE JOINTS SHOULD BE ASSESSED SEPARATELY EXISTING CONCRETE
MINIMUM THICKNESS		6"	5"	1"
APPLICABILITY OF VARIOUS OVERLAY TYPES — STRUCTURAL CONDITION OF EXISTING PAVEMENT	NO STRUCTURAL DEFECTS C = 1.0*	YES	YES	YES
	LIMITED STRUCT. DEFECTS C = 0.75*	YES	ONLY IF DEFECTS CAN BE REPAIRED	ONLY IF DEFECTS CAN BE REPAIRED
	SEVERE STRUCT. DEFECTS C = 0.35*	YES	NO	NO
APPLICABILITY OF VARIOUS OVERLAY TYPES — SURFACE CRACKS, SCALING, SPALLING AND SHRINKAGE CRACKS	NEGLIGIBLE	YES	YES	YES
	LIMITED	YES	YES	YES
	EXTENSIVE	YES	NO	YES

* C VALUES APPLY TO STRUCTURAL CONDITION ONLY, AND SHOULD NOT BE INFLUENCED BY SURFACE DEFECTS.

Fig. 1—Summary of concrete overlays on concrete pavement

by quoting again from the Corps of Engineers design manual:[1]

> "Joints in the overlay pavement will coincide with all joints of the base pavement. It is not necessary for joints to be over like joints."

The second statement in the quotation may need some amplification. Many old concrete pavements were built with expansion joints at relatively short intervals. Expansion joints can usually be omitted in the overlay with contraction joints placed over the expansion joint location. This applies only to partially bonded overlays.

When a separated or unbonded overlay is used in which the separation course is of a substantial thickness, it is not necessary to match the joints in the overlay concrete to those in the existing concrete either in the location or type. This is one of the advantages of the separated overlay and this type is required frequently when the joint pattern of the existing pavement is incorrect and it is not desirable to repeat it in the overlay pavement.

When a bonded or monolithic resurfacing is used, it is imperative that joints in the overlay match those in the base pavement precisely in location and that the same type of joint be used (expansion or contraction).

Separation courses

Some success has been experienced in preventing reflective cracking by the use of separating courses between the base slab and overlay. There are not sufficient data available, however, to indicate the minimum thickness of separating course that will be completely effective. There are indications that any type of bond breaker will reduce the amount of reflective cracking, but as has been previously discussed, the use of a bond breaker creates the requirement for a thicker overlay.

Separation courses may be of some satisfactory type of bituminous mixture. The Navy uses a minimum of 1 in. (nom. 3 cm) of hot-mix asphaltic concrete successfully.

Reinforcement of overlay

Reinforcement serves the same purpose in concrete overlays as it does in original construction; that is, to restrain cracks that occur so they do not open sufficiently to present a maintenance problem.

If the old pavement is extensively cracked, the use of distributed steel may be the most dependable method of minimizing cracking in unbonded or partially-bonded overlays.

Overlays of continuously reinforced pavement appear to offer many advantages over other pavement designs. To date there has been no specific research on this type of overlay but both Texas and Illinois have built recent projects on heavy duty highways.

Summary

Fig. 1 summarizes concrete overlays on concrete pavement.

CONCRETE OVERLAYS FOR FLEXIBLE PAVEMENT

Concrete overlays on flexible pavements have been used for several years. Airport pavements reconstructed by this method include Baton Rouge Municipal Airport; O'Hare International Airport; Los Angeles International Airport; Craig Air Force Base, Ala.; and Columbus Air Force Base, Miss. Flexible highway pavements were similarly overlaid in California and Ontario, Canada. These overlays have performed well and demonstrated the feasibility of this type construction.[7]

Concrete overlays for flexible pavement should be designed in the same manner as a concrete pavement on grade. The modulus of subgrade reaction, k, should be determined by plate bearing tests made on the surface of the flexible pavement. Several agencies apply the limitation that no k value greater than 500 lb per cu in (nom. 14 kg per cu cm)* will be used in designing rigid overlays for flexible pavements. This appears, however, to be a rather arbitrary limitation and more development work should be done on this point to realize fully the advantages of this composite design.

CONCLUSION

The feasibility of concrete overlays has been established by their performance in tests and in service. The design procedures presented herein, though subject to further refinement, will give dependable results in situations evaluated by mature engineering judgment. Further studies should be made of the design of load transfer devices and the value of separation courses for use with concrete overlays.

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*The metric values are direct conversion of the British units which result from standard testing methods and apparatus in use in the United States—EDITOR

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This report was submitted to a meeting of the full committee at which 12 of the 16 members were present; all voted affirmatively.

Sinopsis—Résumé—Zusammenfassung

Diseño de Capas Superpuestas de Concreto para Pavimentos

Este informe actualiza el informe de 1958 y presenta información adicional sobre capas superpuestas adheridas de concreto. También se incluyen capas superpuestas de concreto sobre pavimentos flexibles. Se presentan procedimientos de diseño que permitten obtener resultados confiables en situaciones evaluadas por un ingeniero experimentado; sin embargo, se deja abierta la posibilidad de refinamientos posteriores.

Dimensionnement des dalles de recharge des revetements en béton

Ce rapport remplace le rapport de 1958 et présente des renseignements complémentaires sur la recharge des revêtements au moyen d'une surépaisseur de nouveau béton adhérent à l'ancien. La recharge des revêtements flexibles est également considérée dans le rapport. Celui-ci présente des méthodes de dimensionnement susceptibles de donner des réuulàats satisfaisants dans des conditions soumises au jugement d'un ingénieur expérimenté; toutefois il est indiqué que ces méthodes pourront être éventuellement perfectionnées.

Der Entwurf von Betonauflagen auf Strassendecken

Dieser Bericht bringt einen früheren Bericht aus dem Jahre 1958 auf den letzten Stand, und enthält weiterhin Angaben über Zweitdecken aus Beton, die mit ihrer Unterlage in Verbund stehen. Ausserdem werden Aufbetone und flexible Fahrbahndecken diskutiert. Entwurfsmethoden werden gezeigt, die zuverlässige Ergebnisse liefern, solange sie mit Ingenieurverstand angewendet werden. Es wird jedoch darauf hingewiesen, dass eine weitere Verfeinerung des Verfahrens zu erwarten ist.

XP 6706

Title No. 60-3

Performance of Bonded Concrete Overlays

By ROY W. GILLETTE

A number of bonded overlays using portland cement grout have been employed in resurfacing pavements since 1954. This paper presents results of a survey on a number of these pavements to ascertain the performance of the overlays. The overlays were sounded and their surfaces inspected visually. Cores were taken to confirm areas of bond distress. Some of the specific projects surveyed are described.

The introduction to the paper outlines some of the more important published material on the proper methods and techniques of bonding new concrete surfaces to old concrete surfaces.

Key words: concrete; pavement; overlay, bonded; performance

FOR MANY YEARS ENGINEERS have been interested in simple and inexpensive methods and techniques of bonding new concrete surfaces to old concrete surfaces. Laboratory development and field projects under sponsorship of the United States Air Force, State Highway Departments, United States Army Corps of Engineers and the Portland Cement Association have perfected the methods and techniques needed to bond old and new concrete surfaces.

Two detailed articles pertaining to laboratory investigations of bonding concrete to concrete using portland cement grout have been published by Felt.[1,4] In addition two articles by Westall[2,3] give detailed description techniques involved in placing a bonded concrete overlay.

A report issued by the Corps of Engineers[5] describes fully the construction of a bonded overlay at Campbell Air Force Base,* Ky. Another article by Purinton[6] fully describes the construction of a bonded overlay at Randolph Air Force Base, Tex.

Felt, Westall and Purinton all point out the necessity for careful attention to details in the preparation and cleaning of the old pavement surface. They also describe and emphasize the correct procedures needed in etching the surface, in designing and placing the bonding grout and the concrete mix, and in jointing, finishing and curing the concrete.

*Now Fort Campbell Army Air Base, Ky.

Roy W. Gillette is a senior airfield engineer of the Paving Bureau of the Portland Cement Association, Chicago, Ill., and an instructor on quality concrete. Prior to joining PCA in 1958 he was with the Corps of Engineers during and after World War II. During the Korean War Mr. Gillette was recalled to active duty with the U.S. Air Force and sent to Europe on airfield construction projects. He is a member of ASCE and the Society of American Military Engineers. Currently he is a member of the Prestressed Concrete Institute's committee on prestressed concrete pavements.

These points and design criteria were also covered in a paper by Hutchinson and Wathen.[7]

As the construction techniques of bonded overlays have been fully covered in previous papers, it is felt that the performance of bonded concrete overlays will be of greatest interest to those concerned with pavement maintenance.

Since 1954 a number of bonded overlay projects using portland cement grout have been carefully evaluated and inspected. The inspection has consisted of a visual examination accompanied by a careful sounding of the surface to check for bond failures near all joints and for any cracks caused by cracks in the base pavement. In addition each panel of the overlay was sounded longitudinally and transversely across the center of the slab, using a steel rod.

Cores taken from these projects substantiated the fact that a hollow sound, when sounded with a steel rod, was an indication of a loss of bond. Each hollow-sounding area was further sounded until the extent of the unbonded area was determined and plotted on a small scale drawing of the pavement. In this manner, a close approximation could be made of the percentage of the area of bond loss compared to the entire area of the project.

In addition to sounding the pavement, close attention was also paid to any surface irregularities that might have developed. Surface distress areas were also marked on the plan of the area for comparison with other projects.

Seven bonded overlay projects were surveyed and evaluated, all of which had several years of service. These projects encompassed both highway and airport pavements and two of them contained wire mesh. The projects surveyed were:

U.S. 34 near West Burlington, Iowa
Section of Pennsylvania Turnpike, Pa.
Little Rock Air Force Base, Ark.
Selfridge Air Force Base, Mich.
Campbell Army Air Base, Ky.
Standiford Field, Louisville, Ky.
Bunker Hill Air Force Base, Ind.

BONDED OVERLAY PROJECTS SURVEYED

U.S. 34, West Burlington

Location—West Burlington, Iowa
Pavement—Highway pavement, U.S. 34
Date of construction—Fall, 1954
Date of survey—Summer, 1961

The bonded overlay, consisting of 1, 2, and 3 in. sections covering a distance of approximately 1490 ft and 18 ft wide, is one of the first projects of this type. It was placed on a 34-year-old 7-8-7 in. portland cement concrete pavement. All portions of the overlay contained wire mesh reinforcement. The bonding grout for this project was pneumatically placed.

The recent survey shows varying areas of distress in the overlay. Some areas have come completely loose while others are in varying degrees of distress. Most of the distressed overlay areas have been patched. There are areas which have lost bond but show no surface distress. All thicknesses performed in about an equal manner.

Section of Pennsylvania Turnpike

Location—Eastbound lane, 0.18 miles east of Allegheny Tunnel, Pa.
Pavement—Highway pavement, Pennsylvania Turnpike
Date of construction—1954
Date of survey—Fall, 1961

This bonded overlay project was constructed in 1954. It was approximately 700 ft in length and full width of one 24-ft lane of the turnpike, consisting of 14-year-old 9 in. reinforced portland cement concrete. The thicknesses of the overlay were ½, 1, and 2 in., all in separate sections. The 2-in. section contained wire mesh reinforcement. The bonding grout was pneumatically placed.

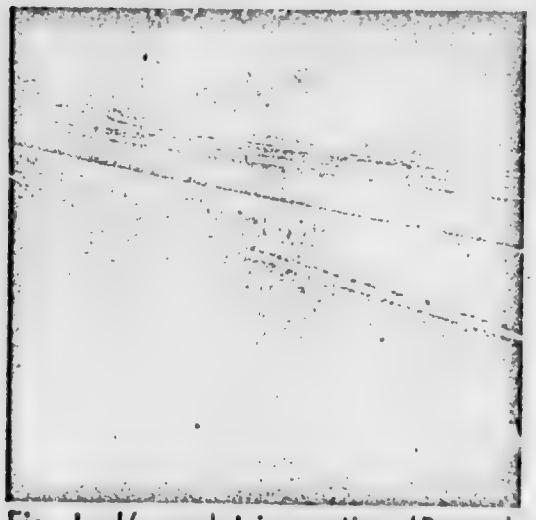

Fig. 1—½- and 1-in. section (Pennsylvania Turnpike)

Fig. 2—1- and 2-in. section (Pennsylvania Turnpike)

Due to the heavy volume of traffic, only spot sounding was performe on this pavement survey. This overlay project is in excellent condition considering the traffic, and very few areas of bond loss were found. Actual surface distress was evident in only about 3 sq ft of the project. The majority of the loss of bond areas showed no surface distress. There w re a few cracks and a few small spalled areas but these were the result of cracks and distressed areas in the base pavement. The 1961 survey showed little progression of these distressed areas, which were evident in a survey made 4 years ago. In the entire project there is practically no difference in the performance of the ½, 1 or 2 in. overlay sections. There are a few cracks over the individual strands of the mesh in the 2-in. section. Fig. 1 and 2 show the pavement as it appeared in the fall of 1961.

Little Rock Air Force Base

Location—Little Rock Air Force Base, Ark.
Pavement—Aircraft parking hardstand
Date of construction—Early fall, 1955
Date of survey—Summer, 1960

At this Air Force Base some pavement was damaged by frost during construction. The contractor was allowed to repair approximately 1700 sq yd of this pavement by removing frozen concrete and placing a 1 in. thick bonded overlay. The overlay amounted to approximately 575 x 25 ft of one paving lane.

The survey of this overlay project showed only a few minor areas of loss of bond totaling approximately 25 sq ft and one small spalled area of approximately 2 sq ft. This overlay is in excellent condition and is dif ficult to find without a plan of the area. Fig. 3 shows the area with los of bond areas plotted. There is no surface indication of the loss of bond, which was detected only by sounding. This pavement has been in constant use by medium bombers and heavy tanker aircraft of the Strategic Air Command.

Selfridge Air Force Base

Location—Selfridge Air Force Base, Mich.
Pavement—Aircraft parking apron
Date of construction—Summer, 1956
Date of survey—Summer, 1959, summer, 1960 and fall, 1961

This Air Force project was the first large bonded overlay and was of major importance in establishing methods and techniques which are now standard for this type of work.

The project consisted of 47,000 sq yd of 1 in. bonded overlay placed on an old apron. Approximately 37,000 sq yd of the area consisted of 14-year-old 10 in. concrete base pavement and the remaining area overlaid cor sisted of 27-year-old 6 in. concrete pavement. The surface defects to be

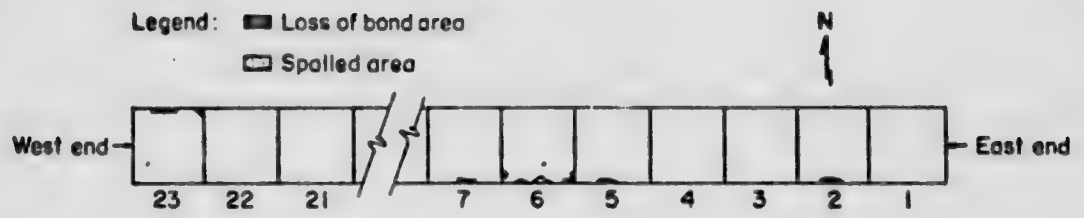

Fig. 3—Thin bonded resurfacing section; 25 x 575 ft, about 1 in. thick (Little Rock Air Force Base, Ark., June 6, 1960)

corrected were scaling, popouts and raveling along joints. There was also considerable random cracking.

Since construction of the bonded overlay, this apron has been continually used for parking jet fighter aircraft. A loss of bond has been experienced in approximately 10 percent of the area with practically the entire amount occurring along joints and cracks that have reflected through the overlay from the base pavement. Many corners have lost bond and some have broken out and have been patched. Some spalling along joints is being experienced at the present time. Yearly surveys of this pavement showed loss of bond but much of the loss of bond area is found by sounding only, as there is no surface indication. There is evidence that the poor surface condition of the base pavement at the time the overlay was placed and unfamiliar construction techniques at the time were responsible, to a great extent, for the distress now shown in the overlay.

Ft. Campbell Army Air Base

Location—Ft. Campbell Army Air Base, Ky.
Pavement—Aircraft parking hardstand
Date of construction—Summer, 1957
Date of survey—Summer, 1960

This overlay project was constructed when the facility was Campbell Air Force Base. The project consisted of approximately 1400 sq yd of 2 in. bonded overlay. The overlay was placed on two construction lanes of pavement on a portion 25x400 ft on one and 25x100 ft on another. The overlay was to correct deficiencies in the surface finish which failed to meet surface requirements of pavement construction.

When the survey was performed, 3 years after construction, the only loss of bond was in a small elliptical shaped area near the center of one

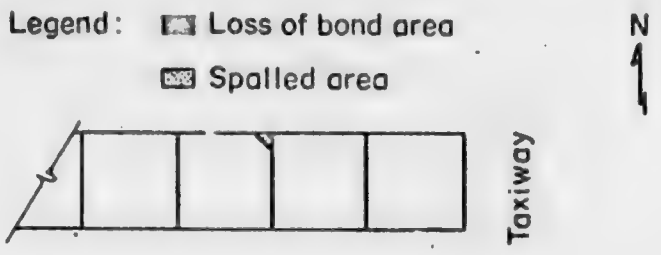

Fig. 4 — Thin bonded resurfacing section; 25 x 400 ft, 1½ in. thick Hardstand #5 (Little Rock Air Force Base, Ark., June 7, 1960)

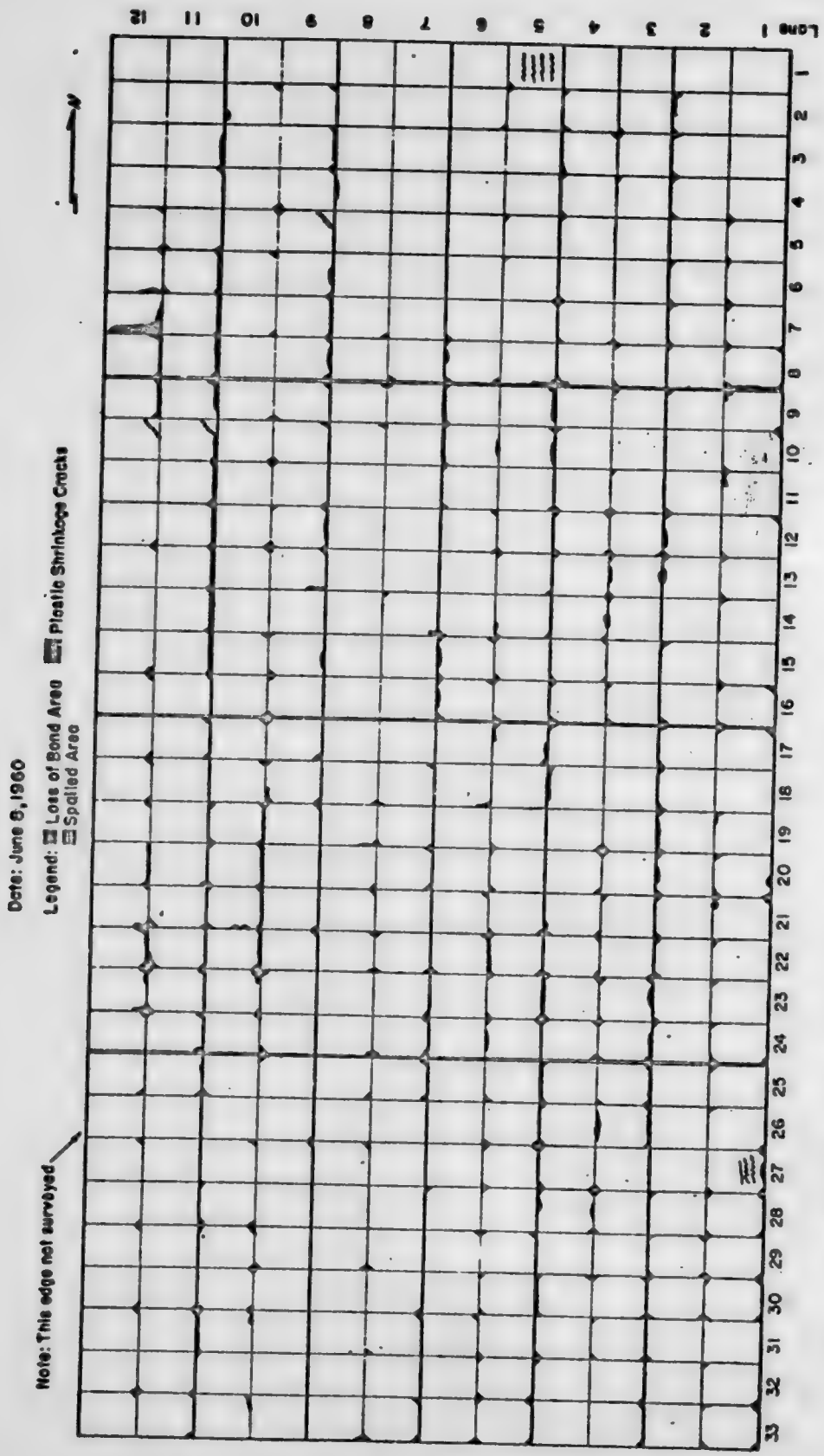
Lane 1 2 3 4 5 6 7 8 9 10 11 12
Note: This edge not surveyed
Date: June 8, 1960
Legend: Loss of Bond Area
Spalled Area
Plastic Shrinkage Cracks

Fig. 5—Thin bonded overlay; 500 x 150 ft, about 4 in. thick (Standiford Field, Louisville, Ky., June 8, 1960)

slab totaling about 2 sq ft. In addition a small corner spall of approximately 0.75 sq ft was observed (see Fig. 4).

Again the unbonded area was found by sounding as there was no surface evidence.

Standiford Field

Location—Standiford Field (municipal airport)
Louisville, Ky.
Pavement—End of runway
Date of construction—Summer, 1959
Date of survey—Summer, 1960

This project was the first bonded overlay of any size to be constructed on a civil airport. In addition it was one of the thickest ones to be accomplished using the acid etch, bonding grout technique. The overlay consisted of an area 150x500 ft (approximately 8300 sq yd) and was 4 in. thick. This 4-in. overlay was placed on a 6 in. concrete overlay constructed in 1944 on a 9-6-6-9 in. concrete base pavement. The purpose of this overlay was primarily to strengthen the base pavement and to correct surface irregularities and to insure proper grade for the ends of the runway. (A bituminous overlay was to be placed in the interior of the runway.)

The survey of this project found that 35 to 40 percent of the overlay slabs had small areas of bond failure along joints and at corners. In all cases the areas were of 1 sq ft or less and were more numerous along the longitudinal construction joints. An interesting point noted was that the areas along the longitudinal joints were practically all within one lane and none, or very few, on the opposite side of the joint in the adjacent lane. Areas along the transverse joints tended to be much smaller in number but slightly larger in area. Although this pavement is subjected to traffic of Electras and DC-7's, there is no surface indication of the unbonded areas. Only a few minor spalls were noted in the entire area (see Fig. 5)

Bunker Hill Air Force Base

Location—Bunker Hill Air Force Base, Ind.
Pavement—Aircraft parking apron
Date of construction—Summer, 1959
Date of survey—Summer, 1960

The purpose of this overlay was to correct surface irregularities and to strengthen the base pavement. This project consisted of an area 360x1200 ft (48,000 sq yd) and was 3 in. thick. The overlay was placed on an 8 in. concrete pavement constructed during World War II. This overlay has been in continuous use for parking fighter type aircraft and is in excellent condition.

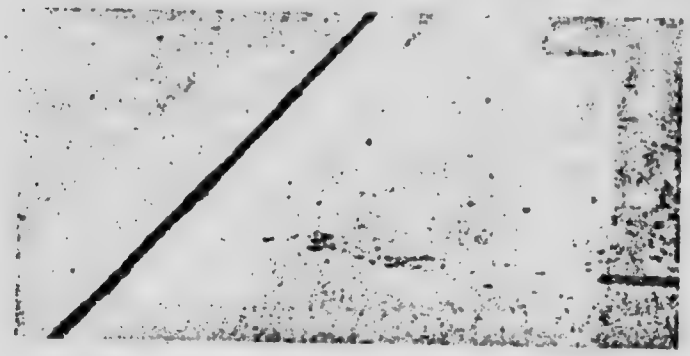

Fig. 6—Bonded overlay section (Seymour-Johnson Air Force Base, N. C.)

A survey of this project showed that the loss-of-bond areas were confined to small and rather localized sections of the pavement. One large area about 100 sq ft was found. It covered a portion of two slabs and was the largest single area found on any project. It is believed that an oil spot on the base pavement was the cause. The other areas were small and along longitudinal joints in most cases. One lane had a center line "hair-line crack" down the center which was a reflection crack from the base pavement. An interesting point was that approximately 70 percent of the unbonded areas were along the first lanes constructed. As in the other surveys, there was no surface indication of any unbonded areas. In addition there was no correlation between the parking lanes, trafic lanes or lanes of little usage.

OTHER PROJECTS

In addition to the above bonded overlay projects, the same technique was used to correct construction deficiencies on a new project at Sey mour-Johnson Air Force Base, N. C., in summer, 1957, where there were defects in the joint construction on a few slabs. In addition one area of uneven surface was corrected using a bonded overlay. A survey of these areas in summer, 1960, showed that an area of 450 sq ft, 2 in. thick had no defects or unbonded area when the entire area was sounded with a steel rod (Fig. 6 and 7). Only one small surface spall was found.

In the summer of 1960, an average 2½ in. thick bonded overlay was placed on a 200x7000-ft runway at Randolph Air Force Base, Tex. Because of surface defects and uneven slab construction, the 8 in., 16-year-

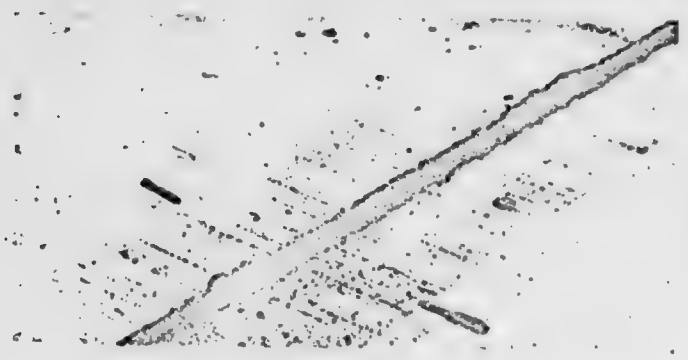

Fig. 7—Bonded overlay section (Seymour-Johnson Air Force Base, N. C.)

old concrete runway pavement was found not smooth enough for high performance jet aircraft. This 155,600 sq yd resurfacing project is the largest to date. In December 1961, when a brief survey was performed, this overlay had been subjected to approximately 200,000 aircraft operations. Soundings made with a steel rod indicated some lack of bond along joints, as in other projects. As with other projects, no surface distress was evident on most of the hollow sounding areas. Distress in the form of surface cracking was due to cracked base slabs that were overlaid. Pilots at this base have reported that the runway is extremely smooth.

Fig. 8—5 in. concrete overlay bonded to damaged runway apron (Glenview Naval Air Station, near Glenview, Ill.)

In summer, 1961, the U. S. Navy awarded a contract for approximately 78,000 sq yd of 5 in. bonded concrete overlay at Glenview Naval Air Station near Glenview, Ill. This overlay was placed on a 6 and 7 in. concrete apron pavement constructed during World War II. Severe scaling and the anticipation of heavier aircraft were the reasons for smoothing the apron surface and increasing the load carrying capacity of the old 6 and 7 in. pavement. This pavement is too new for a complete survey at this time (see Fig. 8).

During summer, 1961, the U. S. Air Force awarded a contract at Andrews Air Force Base, Md., for approximately 83,400 sq yd of 2 in. bonded concrete overlay. This 2-in. overlay was placed on a 150x5000-ft area of a 20-year-old concrete runway. The old concrete, although in good condition, was too uneven and rough for present-day jet aircraft. The purpose of the overlay was to give the old pavement a smooth, even surface. At the same time, the bonded overlay provided additional strength.

CONCLUSIONS

The survey showed that relatively thin or thick concrete overlays will perform adequately if proper surface preparation and construction procedures are followed. This technique has been used successfully to repair and to increase the load bearing capacity of older pavements, to provide a smooth riding surface and to provide a new protective surface.

A minor loss of bond may sometimes occur, especially along longitudinal construction joints and corners, but this has not resulted in any overlay distress to date. It is probable that the loss of bond occurs within the first weeks of placement and that practically all of the bond loss is

confined to a narrow band along slab edges. It was noted that there was no correlation between loss of bond and the amount of traffic.

It was also shown that the failure to match joints in the overlay with the joints in the base pavement resulted in cracks in the overlay. Any crack in the base pavements was also reflected in the overlay.

The surveys indicated that a better bond may be obtained by applying the grout and brushing it into the base pavement surface with brooms rather than applying it pneumatically.

The various surveys also showed that on small jobs the areas of unbonded overlay are nonexistent or very small. On the larger projects the unbonded areas also were most numerous in the first few construction lanes. Careful attention to construction techniques definitely reduced the areas of bond failure and construction deficiencies.

Cores taken from practically all projects have been subjected to shear testing at the bond junction. The tests have proved that the portland cement grout method produces a bond equal to the shear strength of the base pavement.

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Based on a paper presented at the 58th ACI Annual Convention, Denver Colo., Mar. 15, 1962. Received by the Institute Feb. 19, 1962. Title No. 60-3 is a part of copyrighted Journal of the American Concrete Institute, Proceedings V. 60, No. 1, Jan. 1963. Separate prints are available at 50 cents each

American Concrete Institute, P. O. Box 4754, Redford Station, Detroit 19, Mich.

Discussion of this paper should reach ACI headquarters in triplicate by Apr. 1, 1963, for publication in the September 1963 JOURNAL.

Sinopsis — Résumés — Zusammenfassung

Adherencia en Losas de Concreto para Repavimentacion

Desde 1954 se han empleado losas de concreto unidas con mortero fluído de cemento portland para revestir pavimentos. En este informe se presentan resultados de estudios en un número de estos pavimentos, para determinar el comportamiento de las losas. Las losas fueron sondeadas y sus superficies inspeccionadas visualmente. Se tomaron corazones para confirmar áreas de dudosa adherencia. Se describen algunos de los proyectos específicos que se estudiaron.

En la introducción al trabajo se mensionan algunos de los artículos más importantes que describen técnicas y métodos apropiados para unir superficies nuevas a superficies viejas de concreto.

Le Comportement de Recouvrements en Béton Adhérés

Un nombre de recouvrements adhérés, faits avec de la pâte de ciment de Portland, ont été employés depuis 1954 pour recouvrir des pavements. Ce rapport présente les résultats d'une étude de certains de ces pavements pour se rendre compte du comportement de ces recouvrements. On a sondé les recouvrements, et on a visité leurs surfaces à l'oeil. On a pris des carottes-témoins pour vérifier les zones de mauvaise adhérence. Il y a une description de quelques-unes des sites étudiées en particulier.

L'avant-propos du rapport résume un peu de la littérature la plus intéressante sur les méthodes et les techniques convenables pour l'adhésion de surfaces nouvelles de béton à des surfaces anciennes de béton.

Die Haltbarkeit von verbundenen Betonbelögen

Seit 1954 wurden bei der Erneuerung von Strassendecken eine Anzahl von Verbund-Belägen auf Portland-Zement-Basis verwendet. Diese Abhandlung enthält die Ergebnisse der Untersuchung einer Anzahl dieser Strassendecken bezüglich der Haltbarkeit der Beläge. Die Beläge wurden abgehorcht und ihre Oberfläche nachgesehen. Probekerne wurden entnommen, um Zonen mit fraglichem Verbund zu bestimmen. Einige der untersuchten Projekte werden beschrieben.

Die Einführung zu dieser Abhandlung beschreibt die erschienenen wichtigeren Veröffentlichungen über die richtigen Methoden und Verfahren des Verbundes zwischenneuen und alten Betonflächen.

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-5(3.2)-2 X4

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 9, 1971

In reply refer to: 08-35-DB

7673 H. K. Hansen

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Hubbard Interchange-Woodburn Interchange Section
Fargo Road Interchange and Truck Scale Lighting Plans

The illumination plans for Fargo Road Interchange and the truck scale sites submitted with Mr. Merchant's December 3 letter have been reviewed and are approved.

NOTED
E. B. NAGOM

NOTED
TOM EDWARDS

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
DEC 7 1971
FOR FILING

Form FHWA-127 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-5(-)271
7693

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 6, 1971

In reply refer to: 08-35.6

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I5-5(-)260 ek5
Butteville - Fargo - Fellus Roads Overcrossings

Preliminary plans submitted by Mr. Merchant's November 12, 1971, letter are approved.

The structures will probably require minor alterations because of the approved median width increase. Revised preliminary plans will not be required.

We understand that consideration is being given to making a minor revision to the mainline grade. We do not want to raise these bridges to meet a new gradeline but instead prefer that the new gradeline be lowered at these bridges.

Merchant
cy file
12-8-71

Johnson
cy Engineer

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DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

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DEC 9 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 6, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I5-5(-)273
Hubbard Interchange - Woodburn Interchange

Revised preliminary bridge plans for Donald, Broadacres and Crosby Road Undercrossing structures submitted by Mr. Johnson's November 12, 1971, letter are approved.

As noted in our October 19, 1971, memorandum this approval for a 40-foot structure width assumes that the approach fills will have 40-foot roadways and we interpret this structure width to be a commitment for constructing the existing roadways to at least this standard when future construction is contemplated.

Minor revisions may be required by the widening of the median. We also understand that there is the possibility of a minor mainline grade raise. These minor alterations will not require submission of revised preliminary bridge plans.

Memo to file 12-8-71

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
NOV 12 1971
FOR FILING

Carol
1 1/4
Pac E

November 12, 1971

426

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hubbard Intch.-Woodburn Sec.
Oregon Project I-5-5(-)273
Donald Rd. U'Xing, Bridge 7797A
Crosby Rd. U'Xing, Bridge 7800A
Broadacres Rd. U'Xing, Bridge 7801A
Your File: 08-35.6

Attached are two prints each of the revised preliminary plan and elevation drawings 27238, 27239, and 27240 showing 40-foot roadways for the subject structures as approved by your October 19 letter. The center bents for all three structures have been revised for the wider roadways.

The column for Donald Road is essentially the same as originally submitted. We feel the construction and dimensional tolerance problems for this type of construction are not serious.

Also attached are two prints of foundation drawing 27499 which shows the water elevation for the drill hole.

The revised estimates of costs for the three structures are:

Donald Road	$314,400
Crosby Road	384,000
Broadacres Road	406,000

cc R. L. Porter
Tom Edwards
I. D. Merchant

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 19, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)273
Hubbard Interchange - Woodburn Section

Preliminary bridge plans for Donald, Broadacres and Crosby Road Undercrossing structures submitted by Mr. Wallace's October 6 and Mr. Johnson's September 17 letters are approved.

This approval includes the revision to 40-foot roadways for the three structures. The 40-foot structures shall have a 40-foot approach fill roadway and we interpret this width to be a commitment for constructing the existing roadways to at least this standard when future construction is contemplated.

We also agree that the proposed Plan 2 treatment of the center bent at Donald Road Undercrossing is the more attractive treatment. However, in our recent trip to Eastern Oregon with your staff the contractor constructing the structure at County Road 714 (I-80N-7(33)289) described the difficulty of embedding his reinforcing steel in this type of construction. Perhaps you could accomplish the same visual results by insetting the teardrop rather than making this section open. Please study this alternative.

We also note on Foundation Drawing 27499 that no water elevation is shown for the drill hole. We believe that this is an omission and would like you to check your data.

RECEIVED
OCT 27 1971
BRIDGE DIVISION

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
DEC 6 - 1971
FOR FILING
STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Attention: G. K. Hossner

Dear Mr. Simpson:

Hubbard Intchge.-Woodburn Intchge. Section
Pacific Highway (I-5)
Clackamas and Marion Counties
Bridge No. 13576

Attached are two prints each of an illumination layout for the Fargo Road Interchange and the truck scale sites that are a part of the above subject project. Also attached are Westinghouse photometric curve Nos. 630420, 630425, 554860 and 1975 A.D.T. figures for Fargo Road Interchange. General Electric photometric curve Nos. 35-175039-00, 35-175044-00, 35-174451-00 and 35-175169-00 are attached for the truck scale sites.

It is proposed to partially illuminate the Fargo Road Interchange to 0.8 footcandles maintained at a 3:1 uniformity ratio with the use of 400 watt and 700 watt clear mercury luminaires mounted at 50 foot on steel breakaway poles.

The partial illumination at Fargo is warranted under case B-4 and case B-5 of "An Informational Guide for Roadway Lighting" as published in March 1969 by the American Association of State Highway Officials.

The truck scale site installation on this project is different than usual in that it has double scales at each site. Because of the increased width at the scale sites the illumination layout is somewhat different than the usual case and is being submitted to you for your review and approval.

The approaches to the scale sites are designed for 0.8 footcandle and taper to 1.25 foot candles maintained at a 3:1 uniformity ratio at the scale house sites. The illumination on the approach is provided by 1000 and 700 watt luminaires mounted at 50 foot on steel breakaway poles and the area in the vicinity of the scale house is illuminated with 1000 watt luminaires on 80 foot fixed base poles with lowering devices. Three 50 ft. poles are also used at entrances back on to the freeway.

As you will note the towers at the southbound scale site have been located between the freeway lanes and the scale site lanes. A chain link fence separates these lanes and the towers are on the scale house side of the fence. The illumination towers are located in this area due to the presence of high tension power lines extending along the back side of the scale site area.

The estimated cost of the illumination at the Fargo Road Interchange is $43,000 and that at both scale sites is $118,000.

This submittal should be in conformance with that discussed by Mr. Hossner and Mr. Dixson on December 2, 1971. It would be appreciated if this proposal could be reviewed as soon as possible as this project is scheduled for the January 27, 1972 bid letting.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

DOC/ag
Attachs.
cc: A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1971
FOR FILING

I-5-5(52)274
7693

December 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. I-5-5(48)273
Hubbard Intchge.-Woodburn Intchge.
Right-of-Way

Dear Sir:

We are forwarding two copies of revised rights-of-way plan sheets Nos. 4, 6, 11, 15, 16, 17, 18 and 19 for the subject project which reflect additional right-of-way parcels which are required for right-of-way. The acquisition of these additional parcels will not involve the relocation of families or businesses as no improvements are contained on the areas to be acquired.

We request that one copy of the revised plan sheets be returned approved for our files if found to be satisfactory.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

RECEIVED
DEC 6 - 1971
FOR FILING

I-5-5(52)271
7623

December 2, 1971

Executive Department
Federal Aid Coordination Unit
Room 302 Public Service Bldg.
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project:

Item No.	Project No.	Name
670	FAP-I-5-5(52)274	Hubbard Intchge.-Woodburn Intchge. Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosure

cc: R. H. Chase
B. L. Gifford

JG:js

RECEIVED
DEC 6 - 1971
FOR FILING

I-5-5(52)274
7673

December 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 670, Project No. EMP-I-5-5(52)274, "Hubbard Interchange-Woodburn Interchange Section", which we desire to have included in the Federal-aid Interstate program.

It is our intention to receive bids for this project on January 27, 1972.

This project qualifies as an "EMP" Project under IM 30-5-71, Section (a), "Projects to Stimulate Jobs in Areas of High Unemployment". Enclosed is a copy of page 5 and page 17 from October, 1971, "Area Trends in Employment and Unemployment", by U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Salem (Marion and Polk Counties) labor area defined as one of substantial unemployment.

Enclosed are copies of State and District 3 Clearinghouse's letters of approval dated April 17, 1970 and August 10, 1970, respectively.

"Notice of Intent" and the request for "Section 204 Review" were submitted to District 2 (CRAG) March 18, 1970 and March 25, 1970, respectively, and they have lain before the District more than 60 days without action. It is therefore assumed that no review or adverse comment will be made by District 2 (CRAG).

Appropriate credit will be established prior to P S & E authorization for any undercrossing structure removed and replaced under this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

From: AREA TRENDS
Oct. 1971

Areas of Substantial Unemployment (continued)

Except as noted, for procurement purposes these classifications are effective November 1, 1971

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY and PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN and GLOUCESTER COUNTIES, N. J.)

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY) (See New York-Binghamton)
		Puerto Rico
X		Aguadilla (Aguada and Aguadilla Municipalities)
X		Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
X		CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
X		Caroline (Carolina and Loiza Municipalities)
X		Cayey (Aibonito and Cayey Municipalities)
X		Corozal (Corozal Municipality)
X		Dorado (Dorado Municipality)
X		Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
X		Guayama (Arroyo, Guayama, and Pitillas Municipalities)
X		Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
X		Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villaba Municipalities)
X		Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
X		Maunabo (Maunabo Municipality)
X		MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
X		Naguabo (Naguabo Municipality)
X		PONCE (PONCE MUNICIPALITY)
X		Quebradillas (Quebradillas Municipality)
X		Salinas (Salinas Municipality)
X		San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
X		Toa Alta (Toa Alta Municipality)
X		Toa Baja (Toa Baja Municipality)
X		Trujillo Alto (Trujillo Alto Municipality)
X		Vega Alta (Vega Alta Municipality)
X		Vega Baja (Vega Baja Municipality)
X		Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

NOTED
R. D. ASBURRY

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-2-71

FEDERAL - AID PROGR

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	23,700	48,900	91	08	Oregon	35	042	670

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
			EMP		EMP-I-	5-5	(52)	274

COUNTY NAME: Clackamas and Marion — CODE: 005 — 047

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	I	I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr. 6 12' lanes H.T. Pave., 78' median, 10' R & L shoulders, widen 3 O'xing Str. (L. 340', H.C. 64'-3"), reconst. 3 U'xing Str. (L. 1,012', H.C. 40'), illum. and signing.
					ROW - 274' normal; Access Control -full; Parking Restrictions- complete
9.46	8,440,000	7,786,000	654,000		
9.46	8,440,000	7,786,000	654,000		

REMARKS

Additional Data: Item No. 166 & 624; Project No. I-5-5(16) & I-5-5(48) respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

Remarks Continued:

Project Data: This project consists of grade and drain 6 - 12' lanes high type pavement, 10' right and left shoulders with 78' median, revision of Fargo Road Interchange ramps and widen or reconstruct six structures (tabulated below under "Structures") to provide with existing facilities (4 - 12' lanes) an ultimate 6 - 12' lane facility. Reestablish northbound and southbound truck scale sites complete with illumination and signing. Relocate 20' frontage roads, install partial illumination of Fargo Rd. Intchge. and install all required roadway signing.

Temporary lighting will be installed through the project to facilitate safe night traffic movement during construction.

The project qualifies under IM 30-5-71, "Projects to Stimulate Jobs in Areas of High Unemployment", Section (a), as an "EMP" project.

NOTE: The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P S & E stage and the number stipulated in the P S & E documents.

Roadway: Type Code 6201; bituminous concrete with stone base (Sta. 650 to 672) 0.42 miles. Type Code 7224; continuously reinforced portland cement concrete pavement with cement-treated base. (Sta. 672 to Sta. 1149) 9.04 miles.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly end of project.		
	Overcrossing Structures (Widen)		
1.06	Butteville Rd. O'xing; Br. Nos. 7795A & B; Hwy. over hwy.; widen existing twin RCDG with reinf. conc. slab spans; L. 120'; H.C. 64'-3".	X221	$203,000
3.06	Fargo Rd. O'[illegible] over hwy.; wi[illegible] reinf. conc.[illegible]		
5.31	Fellers Rd. O[illegible] over hwy.; wi[illegible] conc. slab sp[illegible]		
	Unde[illegible]		
4.36	Donald Rd. U'[illegible] hwy.; prestre[illegible] H.C. 40'.		
7.00	Broadacres Rd[illegible] under hwy.; p[illegible] 370'; H.C. 40[illegible]		
8.47	Crosby Rd. U'[illegible] hwy.; prestre[illegible] H.C. 40'.		

Unusual Circumstances: P S & E authorization[illegible] placed under this pro[illegible]

Location/Design Public[illegible]

Location/Design: Appr[illegible] January 29, 1971 and S[illegible]

Environmental Statemen[illegible] concurred in by FHWA o[illegible]

Clearinghouse Approval[illegible]

request for Secti[illegible] and March 25, 1970 res[illegible] more than 60 days with[illegible] or adverse comment wil[illegible]

3.06	Fargo Rd. O'xing; Br. Nos. 7796A & B; Hwy. over hwy.; widen existing twin RCDG with reinf. conc. slab spans; L. 110'; H.C. 64'3".	X221	$186,400
5.31	Fellers Rd. O'xing; Br. Nos. 7799A & B; Hwy. over hwy.; widen existing twin RCDG with reinf. conc. slab spans; L. 110'; H.C. 64'-3".	X221	186,300
	Undercrossing Structures (Reconstruct)		
4.36	Donald Rd. U'xing; Br. No. 7797A; Hwy. under hwy.; prestressed conc. box girder; L. 292'; H.C. 40'.	X781	314 00
7.00	Broadacres Rd. U'xing; Br. No. 7800A; Hwy. under hwy.; prestressed conc. box girder; L. 370'; H.C. 40'.	X781	406,000
8.47	Crosby Rd. U'xing; Br. No. 7801A; Hwy. under hwy.; prestressed conc. box girder; L. 350'; H.C. 40'.	X781	384,000
	Est. Cost		$1,679,700

Unusual Circumstances: Appropriate credit will be established prior to P S & E authorization for any undercrossing structure removed and replaced under this project.

Location/Design Public Hearing: Held April 23, 1970.

Location/Design: Approved under FHWA memorandums of September 2, 19[illegible], January 29, 1971 and September 17, 1971.

Environmental Statement: Negative Declaration for the project was concurred in by FHWA on November 1, 1971.

Clearinghouse Approval: A. State----------April 17, 1970.
B. District 3---------August 10, 1970.
C. District 2---------Notice of Intent and the request for Section 204 review were submitted to CRAG March 18, 1970 and March 25, 1970 respectively, and they have lain before the District more than 60 days without action. It is therefore assumed that no review or adverse comment will be made by District 2 (CRAG).

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1971

To: Frank Terpin
FINAL DESIGN ENGINEER

SUBJECT: Cross Over Plan
Hubbard Int-Woodburn Section
Pacific Highway

Attached is the cross over plan that Warren Mueller used in constructing the Hubbard Interchange. We should have a cross over plan for when the undercrossing structures are removed and the new precast beams set in place.

It is my recollection that this particular cross over plan was a little abrupt, I would recommend slightly flatter curves.

Please see that there is a cross over plan prepared and included in the subject project.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Bobby Johnson

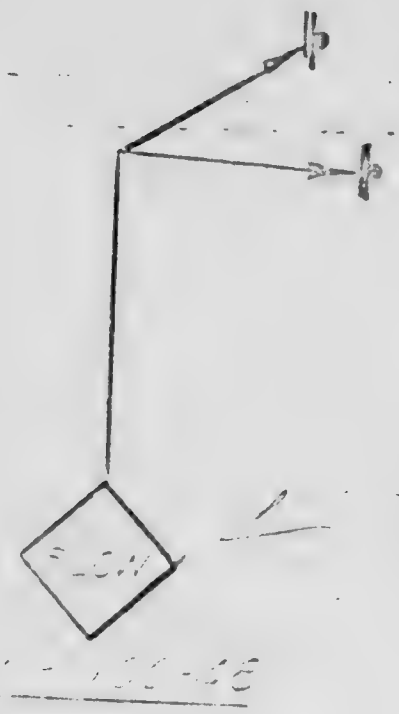
Hall
A. Olson
T Terpin T
Scott
Vurisco
VL

RECEIVED
DEC 3 - 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

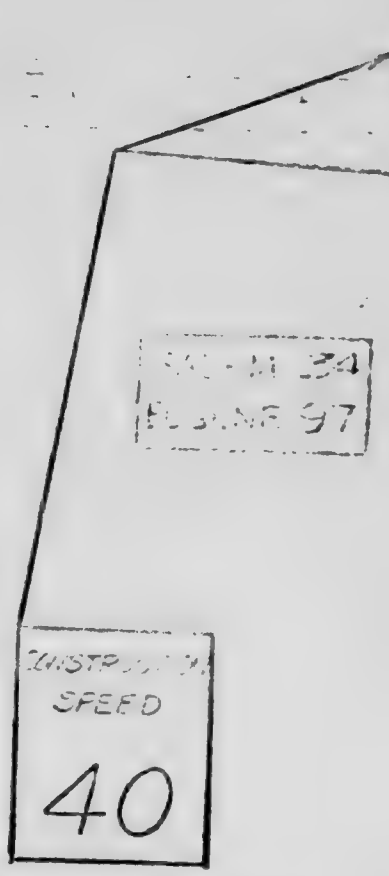
Noted GEJ
Dec 6/71

SP 92478-734



W-700-48

W-700-48



W-1301-60

TREE VS.

R26S

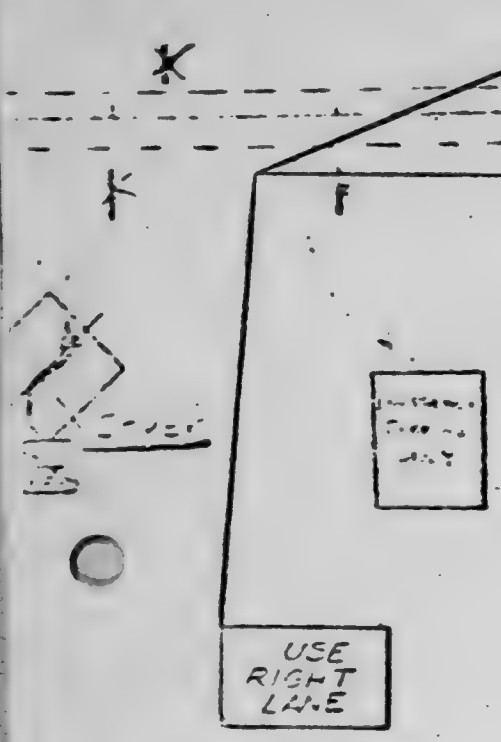
34
97

SOIL

Δ = 70°-45'

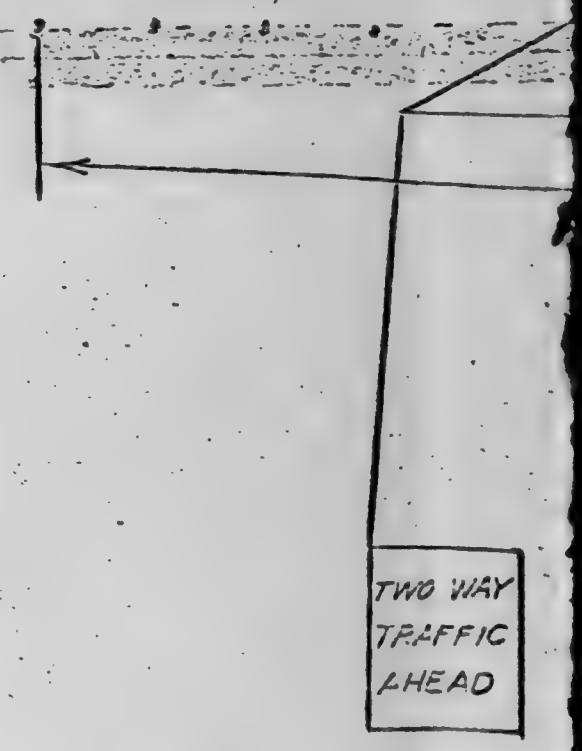
270

275



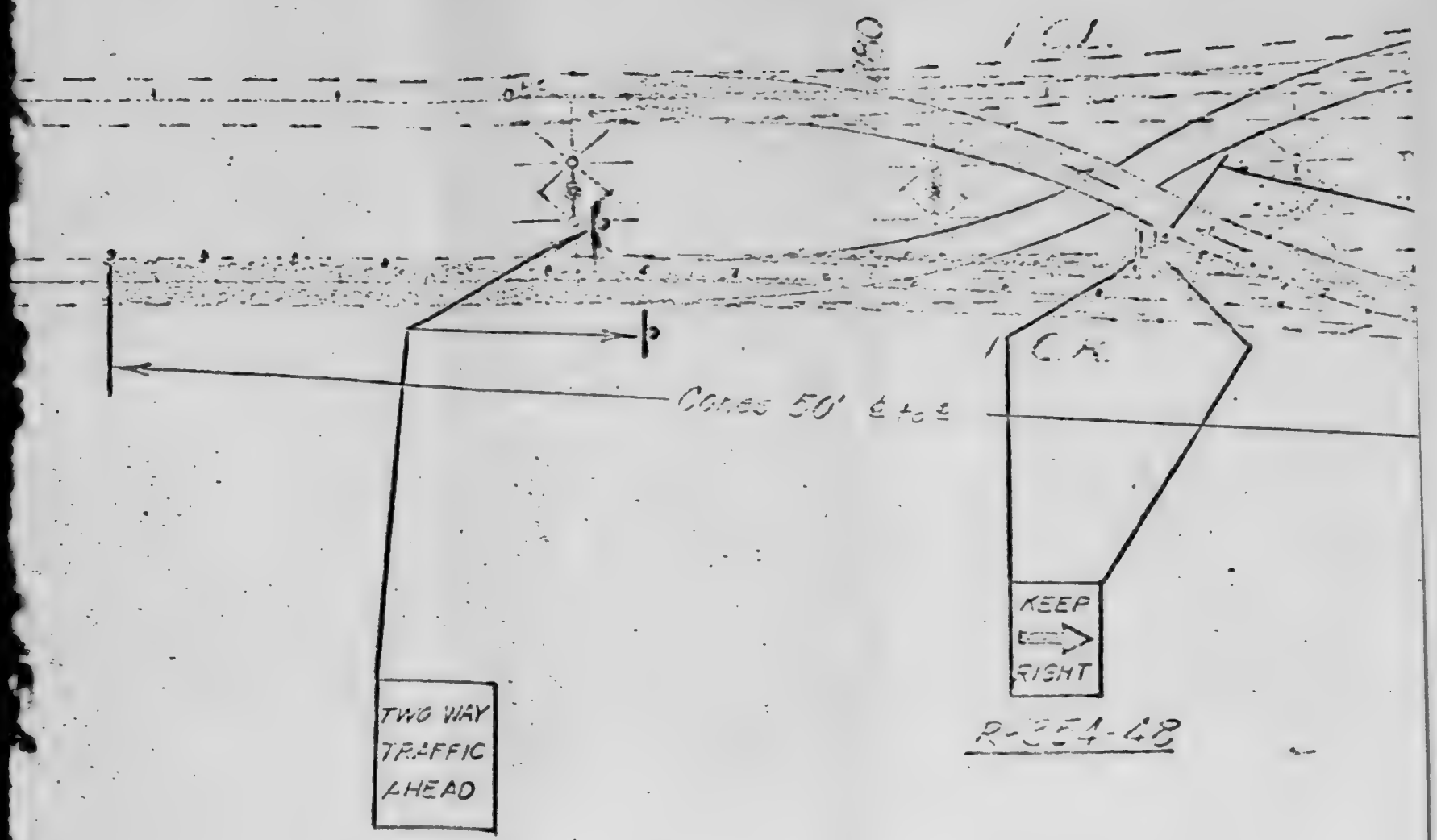
USE RIGHT LANE

R-351-36



TWO WAY TRAFFIC AHEAD

R-376-48



R-354-48

R-376-48

W-105-48

W-1300-24

80

062

Cones 100' c to c

cover

50

cover

TWO WAY TRAFFIC

R-330-48

DO NOT PASS

R-332-48

50

I"30' C.R.

290

W-105-43

80

W-1300-24

1'30' C.L.

CURVE

CONSTRUCTION SPEED

40

W-1301-60

TWO WAY TRAFFIC

R-350-48

DO NOT PASS

R-351-48

1'

1'

30'

RCL

TREES

10CH.

Cones 50' ℄ to ℄

Cones 100' ℄ to ℄

R-350-48

R-351-48

R-354-48

R-355-48

KEEP
RIGHT

THIS WAY
TRAFFIC
AHEAD

Install
Cones

P.C.L

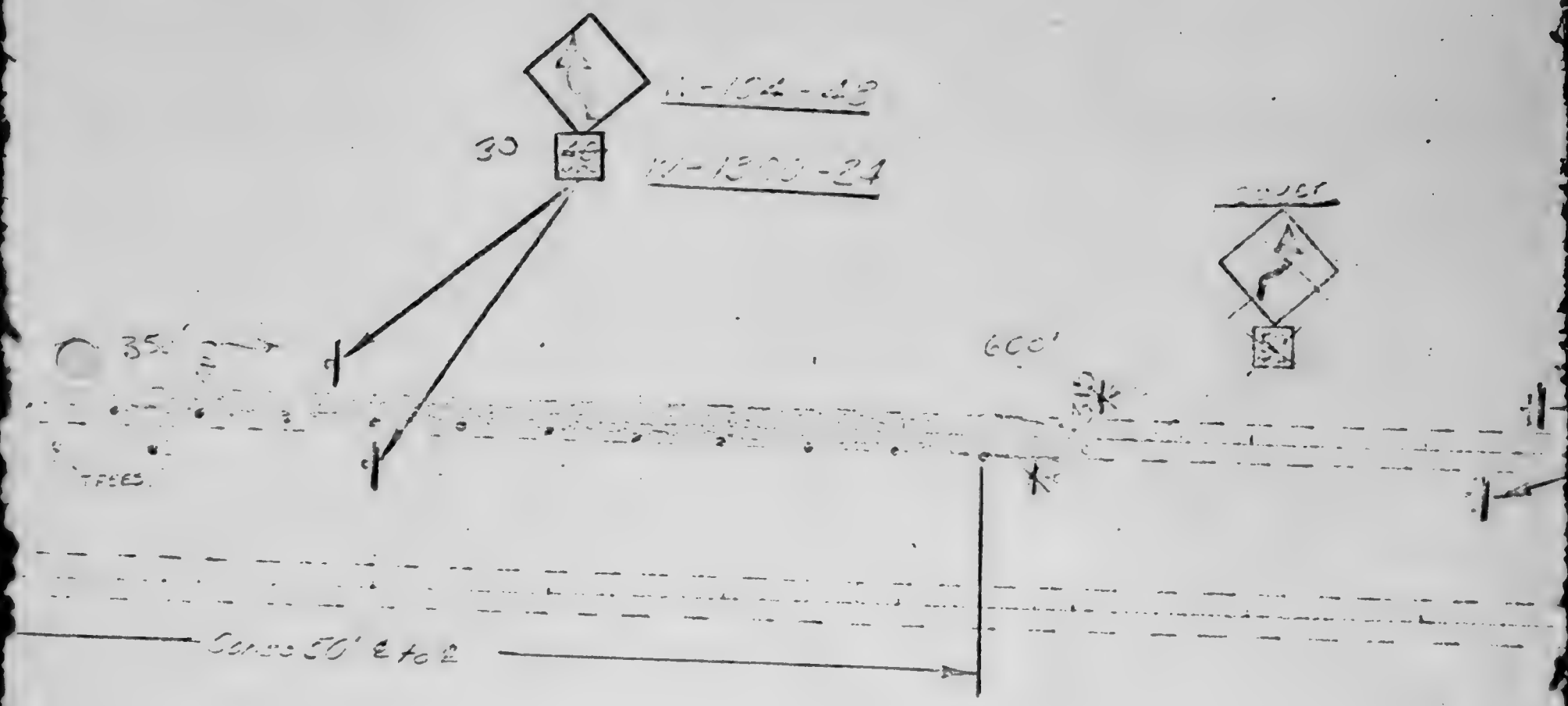
105'

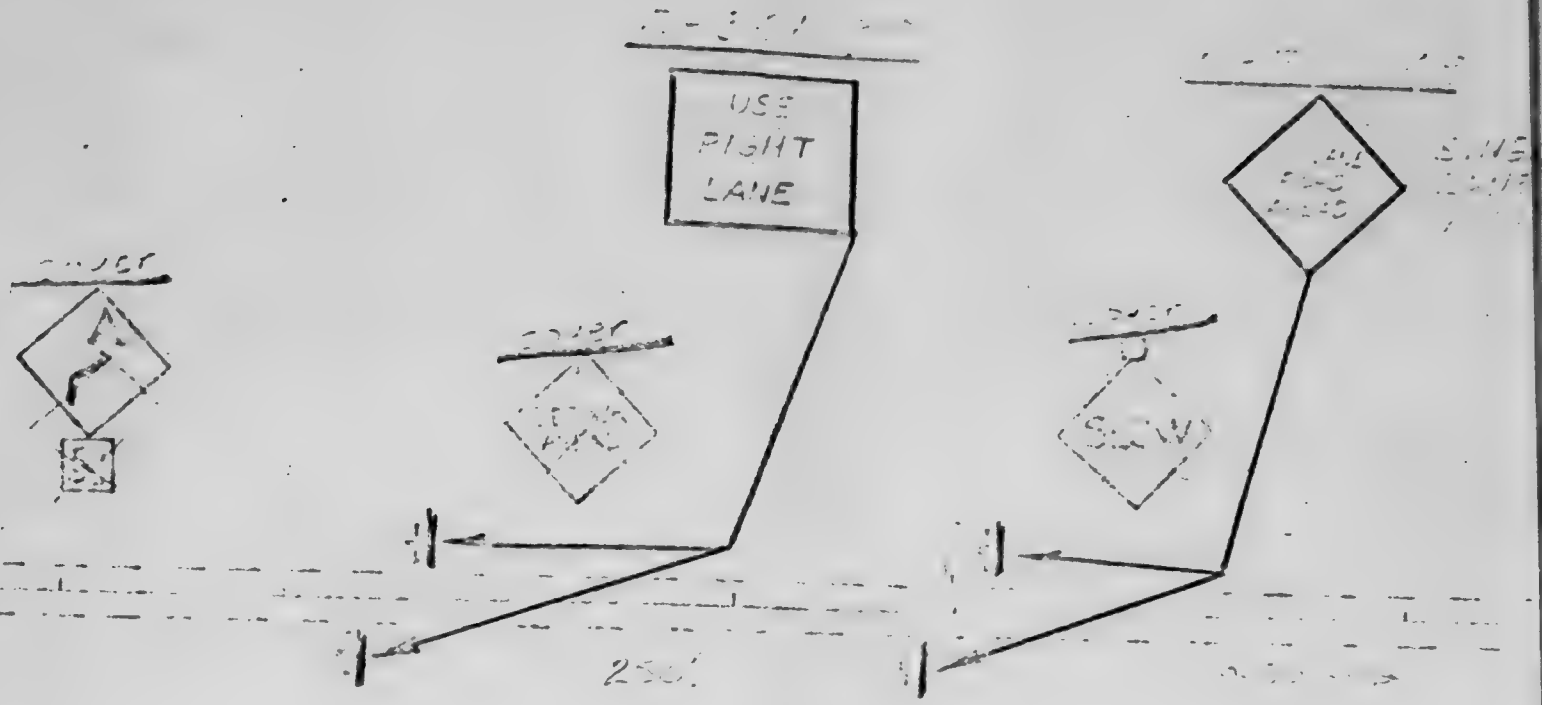
Trees

TREES

10' C.H.

Cones 50' c to c


W-154-48
30
W-1500-24
35'
600'
TREES
CONC 50' E to E


USE
RIGHT
LANE
250'

W-705-68

DETOUR AHEAD

W-1321-60

CONSTRUCTION SPEED 40

W-707-48

ROAD CONSTRUCTION AHEAD

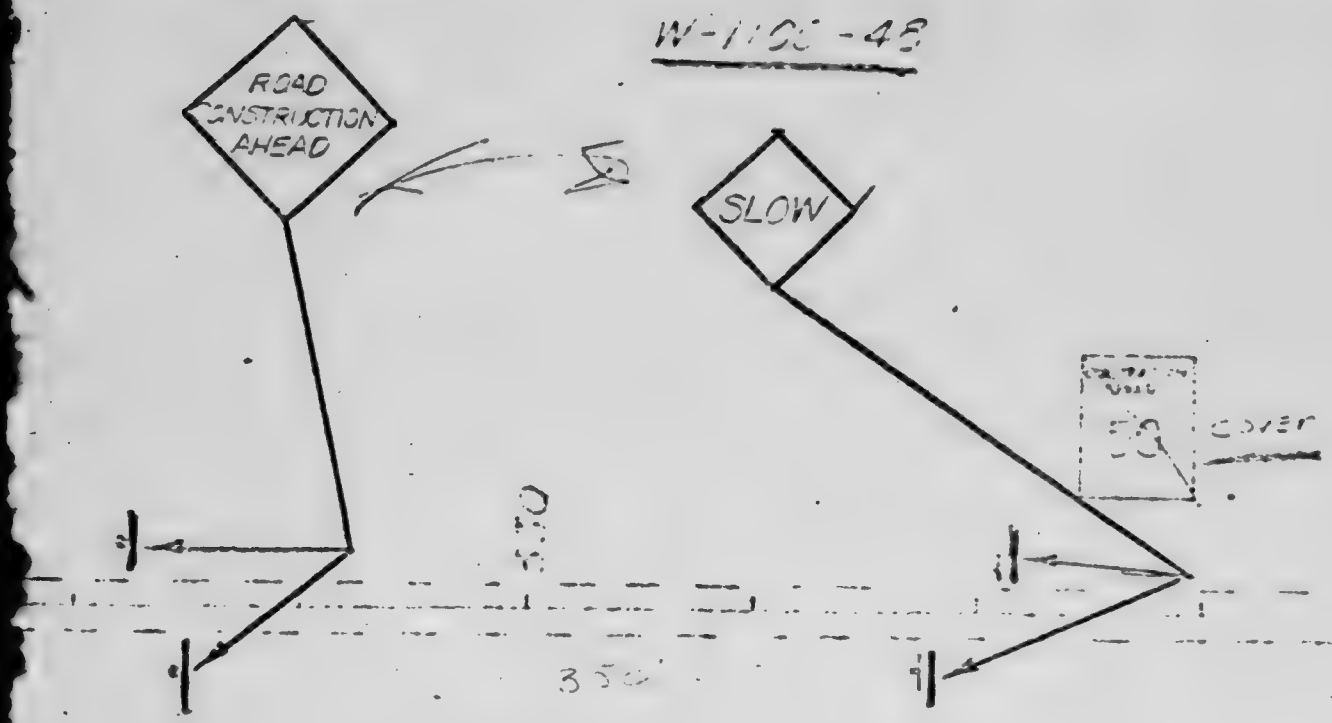
250'

250'

350'

W-7[illegible]-48

W-1100-48



RECEIVED
DEC 27 1971
FOR FILING

NOV 30 1971

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Supv. Asst.
Engineering
Water
Info-Ed.
Surname

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 29, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

NOTED
F. B. KLABOE

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting January 27, 1972.

1. Hubbard Interchange-Woodburn Interchange Section
   Pacific Highway
   Clackamas & Marion Counties

Your special attention and recommendations will be appreciated.

cc's sent 12/9/71
F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Teabeau
F. E. Terpin
J. B. Boyd (2)

RECEIVED
DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer
By:

Frank L. Hall

Frank L. Hall
Design Engineer

SHR 12-6-71

Enclos.

Dear Frank,
The preliminary plans indicate no conflicts with the fishery resource thus plans approved.

Burt Carnegie

RECEIVED
DEC 1 - 1971
I-5-1-2(3)74
7623

November 29, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting January 27, 1972.

1. Hubbard Interchange-Woodburn Interchange Section
   Pacific Highway
   Clackamas & Marion Counties

Your special attention and recommendations will be appreciated.

NOTED
F. B. KLABOE

Very truly yours,

R. L. Porter
State Highway Engineer
By:

Original signed by
Frank L. Hall

Frank L. Hall
Design Engineer

cc: F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
J. B. Boyd (2)

Enclos.

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT
RECEIVED
NOV 18 1971

OREGON STATE HIGHWAY DIVISION

I-5-5(52)274
1123

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Portland General Electric Company
Pacific Northwest Bell Telephone Company
Bonneville Power Administration
Aurora Telephone Company

November 16, 1971

Re: Preliminary Right of Way Map
Hubbard Interchange-Woodburn
Interchange Section
Clackamas and Marion Counties

Gentlemen:

Enclosed you will find _____ print(s) of the preliminary right of way map, our File Nos. 7B-20-13 and 7B-20-14, on the above subject project. The present tentative schedule calls for opening of bids on January 27, 1972.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. F. W. Sugnet, Regional Utility Engineer, 2960 State Street, Salem, Oregon 97310, telephone 378-2626. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

RMF:dl
Enclosure
cc: Portland General Electric Company -
Attn: Mr. C. J. Irelan

Telephone Utilities, Inc.
Ilwaco, Washington 98624

A. E. Johnson
J. B. Boyd
F. W. Sugnet
F. T. Lacey

F. D. Morgan
Construction Engineer

By Darling Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

NOTED
TOM EDWARDS

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

OREGON STATE
HIGHWAY DIVISION

I-5-5(52)274
7693

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Hubbard Intch.-Woodburn Intch.
I-5
Butteville O'xing Widenings - Bridges 7795A & B
Fargo Road O'xing Widenings - Bridges 7796A & B
Fellers Road O'xing Widenings - Bridges 7799A & B

Attached are two prints each of drawings 27587, 27588 and 27589, which are the preliminary plan and elevation drawings for widening of subject bridges; sketches of the typical cross sections; vicinity map drawings 11003, 11004, 11007; and the foundation reports, including drawings 27545, 27527 and 27544.

Each of the structures will have a roadway width of 64' 3". This provides for three 12' lanes plus shoulders as shown on the cross section designated Plan A in the letter to you dated September 30, 1971, signed by Mr. Klaboe. The left shoulders are wider than standard. This results from the proposed location of the new GM rail location on the left side of centerline.

It is proposed to widen each of the structures with cast-in-place reinforced concrete slab spans. The shallow depth of this type of construction permits vertical clearances to be maintained which are equivalent to, or greater than under the existing structures. Existing clearances are 14.9' and 14.7' under the Butteville Road and Fellers Road structures, respectively. The grade line of Fargo Road is being revised to provide 15-foot minimum vertical clearance.

Interstate 5 traffic will remain on existing alignment until the widening is completed then shifted to the widening while the remodeling of the existing structures is completed. Two lanes of traffic, both northbound and southbound, will be maintained at all times. Each of the county roads

will be closed during construction. These structures will be in the same contract as Donald Road Undercrossing, Broadacres Road Undercrossing and Crosby Road Undercrossing and the contractor will be required to keep two of the six roads open to traffic at all times.

The existing structures have 6" decks and were designed for H15 wheel load. As with many decks designed by the same specification, the deck shows considerable cracking. Because our verbal request to your office to remove and replace the existing decks with decks designed to modern standards at an estimated cost of $170,000 was denied, a concrete overlay is proposed. We propose to repair the deck by removing the top 1/2" of deck (down to sound concrete,), pressure grouting the cracks with epoxy and pouring a 3" reinforced overlay on an epoxy bonding coat.

The estimated cost to remove 1/2"± of deck concrete and overlay with 3"± of reinforced epoxy bonded concrete is as follows:

1.	Remove top 1/2"± of concrete deck	$1.00/ft.^{2}
2.	Pressure grout existing cracks, assuming one full width crack @ 9' centers ($1.50/9)	0.17/ft.^{2}
3.	Epoxy bonding coat	0.20/ft.^{2}
4.	3" concrete overlay ($120/yd.)	1.12/ft.^{2}
5.	Welded wire fabric (4x4-00000 ga./00ga.)	0.59/ft.^{2}
6.	Linseed Oil deck treatment	0.20/ft.^{2}
		$3.28/ft.^{2}

The total deck area to be repaired is 20,740 ft.^{2} for the six structures. The estimated cost of deck repairs, including an allowance for engineering and contingencies, is $80,570.

The estimated costs, based on approximate quantities which includes an allowance for engineering and contingencies including the deck repairs of the existing structures, are Butteville Road $211,000, Fellers Road $195,000, and Fargo Road $195,000.

No alternates were studied in detail for these structures. It is our opinion that poured-in-place slabs are a practical and economical method of widening.

This data is being sent to you as a preliminary submission for your review and approval is hereby requested.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

LLW:dh
Attachments

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
NOV 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1971
FOR FILING
I-5-5(52)374
7693

Salem, Oregon
October 28, 1971

Interstate Overlay Projects

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

The following interstate projects, showing schedule status, have been correlated with Mr. Bothman's list of needed overlay, and the results are as follows:

I-5	Pacific	(Maint. Sec., Willamette River-Crosby Rd.)	
		Hubbard Intchge.-Woodburn Intchge.	Scheduled 1-27-72
I-5	Pacific	(Maint. Sec., N.C.L. Salem-Boone Rd.)	
		Hayesville Intchge.-Battle Creek	Scheduled 6-29-72
I-5	Pacific	(Maint. Sec., Sand Ridge Rd.-Boston Mill Rd.)	
		N. Albany Intchge.-Halsey Intchge.	Not Scheduled, 1 Q/73
I-5	Pacific	(Maint. Sec., Calapooia Riv.-Linn-Lane Co. Line)	
		Halsey Intchge.-Lane Co. Line	Contract 7499, Awarded 11-2-70
I-5	Pacific	(Maint. Sec., Rock Point-Tolo Rd.)	
		Rock Point-Seven Oaks	Contract 7415, Awarded 6-12-70
		This project covered the north half of Maint. Sec., remainder listed in needs as sign, illum., safety, 4 Q/74.	
I-80N	Col. Riv.	(Maint. Sec., N.E. 122nd St.-Rooster Prk. Inter.)	
		Sandy River-Mult. Falls	Scheduled 12-16-71
		N.E. 122nd Ave.-N.E. 181st Ave.	Not Scheduled, 6 ln. 2 Q/73
		N.E. 181st Ave.-Sandy River	Not Scheduled, 4 ln. 2 Q/73

Attached is the overlay list Mr. Bothman referred.

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

FILING

OREGON STATE HIGHWAY DIVISION

I-5-5(12)274

HIGHWAY BUILDING • SALEM, OREGON • 97310

7643

October 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Hubbard Intch.-Woodburn Intch. Section
Interstate 5
Donald Rd. U'xing, Bridge 7797A
Broadacres Rd. U'xing, Bridge 7800A
Crosby Rd. U'xing, Bridge 7801A

Please refer to our letter of September 17, 1971, and the preliminary plans for subject structures which accompanied the letter.

The letter indicated that the structures would be 32 feet wide. A subsequent review of the estimated 1990 Average Daily Traffic (ADT) results in the following:

Donald Road	900 ADT
Broadacres Road	1000 ADT
Crosby Road	1000 ADT

Our design standards call for widths of 40 feet (two 12-foot lanes and 8-foot shoulders) for the above ADT volumes. Based on this, we ask your approval for construction of subject structures to 40-foot roadway widths with FAI funds.

Our September 17 letter referred to architectural sketches for the Donald Road location. Attached are prints showing two types of treatment of the center bent. We are proposing to use the type labeled Plan 2.

Also attached are two copies of the foundation recommendation for all three structures for your review.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
L. L. WALLACE

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

L. L. Wallace
Bridge Design Engineer

LLW:dh
Attachments
cc A. E. Johnson
V. E. Skoog
L. H. Young

767.2

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1971

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Borrow Sources
Hubbard Interchange-
Crosby Road Section
Pacific Highway

This office has been attempting to locate a suitable borrow source for the subject project. The preliminary word was 250,000 cubic yards of embankment from a borrow source would be needed. More recently Lowell Stratton has been advised that only 100,000 cubic yards would be needed. It does make a difference in selecting a borrow source. For instance, the Game Commission is securing an option so that we might do further explorations. The extent of their option is dependent on the quantity that we might or might not need. Could you give us a more positive figure?

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

cc Victor Wolfe
Lowell Stratton
Bill Fretwell

REFERRED TO
Terpin
Design

1 Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
2 Terpin

RECEIVED
OCT - 6 '71
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

SP 52475-734

Borrow.

Earthwork : Hubbard Int to Woodburn Interchange

Earthwork	Ex	Em
NB	74,650	85,865 x 1.5 = 128,790
SB	64,405	105,290 x 1.5 160,000
Median		151,440 Eliminated
	139,000	
		288,790

288,790 − 139,000 = 149,790 Borrow

Donald Rd.
Broadacres Rd. 20,000 C.Y. Emb. Exc. 1400
Crosby Rd. 30,000 C.Y. Emb Exc. 650

N. Bound Truck Scale —

S. Bound Truck Scale —

RECEIVED
OCT 1 - 1971
FOR FILING

I-5-5(52)214
7673

September 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Hubbard-Woodburn Section, Woodburn-Hayesville Section, Interstate 5

The Hubbard-Woodburn and Woodburn-Hayesville Sections of Interstate 5, originally constructed as four lanes, are being redesigned to modern standards of safety and traffic requirements by flattening slopes, adding two outer lanes, 10-foot median shoulders and pavement based on 1970-1990 traffic.

The existing median width is 50 feet between traffic lanes and will be only 30 feet between the proposed 10-foot median shoulders if the existing traffic lanes are retained and given an overlay of A.C. pavement. This decrease in width of median will not permit the existing drainage pattern to function, and a storm sewer system with underground drains at the edge of the existing travel lanes will be required to take ground water out of the gravel base. The terrain is flat, poorly drained, with a high water table making the underground drains an essential unit of design since lateral drainage will be blocked by new plant mix base construction. Another necessary item resulting from the narrow, flush median will be a weak post median barrier.

Some of these items of cost resulting from retaining the existing traffic lane's positioning can be eliminated by shifting the lanes outward so that only one lane remains within the limits of the existing pavement. This results in a median of sufficient width to permit the present drainage pattern to function without a storm sewer, and sufficient recovery area will be provided to eliminate the need for a median barrier.

To accomplish this, the costs of both A.C. and Portland Cement pavement and surfacing were estimated. The cost of the A.C. pavement was practically the same as the original plan because the width and depths were the same. The Continuously Reinforced Concrete pavement cost about $168,360 more but, as in the case with the A.C. pavement, there were offsetting savings in other items that result in making the Portland Cement pavement the most economical. In the design for this type of pavement, an overlay over the existing pavement was not economical. By removing the outer 10 feet of the existing pavement and constructing the Portland Cement pavement on the existing base, a two-inch overlay on 10 feet of the remaining pavement can provide an economical shoulder. The existing base remaining under the inside lanes of new concrete pavement has become contaminated by migration of subsoils so will not be entirely free-draining toward the median. However, it will have supporting strength at least equal to the adjacent lime-treated subgrade and a subdrain will not be required as in the case of the asphaltic concrete overlay design.

To identify the three designs, they have been marked Plan A, Plan A-1 and Plan B on the attached plan sheets that illustrate the proposed design sections and details comparative cost items. The summary of estimated costs of the three plans, which includes the cost of pavement and surfacing and other optional items (not the total costs for the project), follows:

Plan A	(78' median, Continuously Reinforced)	$14,270,200
Plan A-1	(70' median, A.C. pavement)	$14,623,600
Plan B	(40' median, A.C. pavement)	$16,984,500

From this data, it is shown that a median 78 feet wide with Portland Cement pavement can be constructed for $2,714,300 less than an A.C. overlay with a 40-foot median or $353,400 less than an A.C. overlay with a 70-foot median.

Full-depth asphaltic concrete pavements are a recent design development in Oregon and no historical data concerning surface maintenance of this pavement type has been developed here. However, experience has shown that surface wear occurring from factors such as oxidation of asphalt and minor subgrade settlements will require an overlay of at least 2 inches within about 12 years to maintain the surface in a condition equal to the concrete pavement. This cost at today's prices is $1,576,000. Comparative records show that surface maintenance of Portland Cement Concrete is less than one-third the cost of that for asphaltic concrete pavements on Interstate 5 in Oregon. This data indicates that Plan A using Continuously Reinforced

Portland Cement Concrete pavement will result in saving over $1,000,000 of maintenance cost within the 1970-1990 design period.

The A.C. pavement designs shown in Plan A-1 and Plan B require an initial overlay thickness that will meet 1970-1990 traffic conditions. This has, by previous correspondence from your office, required financial participation by F.A.P. or other funds in the amount of $600,000. Since the proposed design change to Continuously Reinforced Portland Cement pavement will result in an estimated savings of $353,400 in construction cost and $1,000,000 in maintenance cost within the design-year period, we ask your concurrence in our selection of this design and your approval of the use of Interstate funds to finance the project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

cc: R. L. Porter
Tom Edwards
F. L. Hall
L. H. Young
J. B. Boyd

FLH:jh srb

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1971

SUBJECT: Comparative Maintenance
CRPCC - AC Pavements

To: Frank Hall
DESIGN ENGINEER

This is in response to your request for comparative surface maintenance costs of continuously reinforced PCC pavement and "full depth" AC pavement.

We have no experience or historical data concerning surface maintenance of full depth asphaltic concrete pavements since none have been constructed in this state. However, we do have sections of continuously reinforced PCC pavement and can speak from experience in this area.

Surface maintenance costs on continuously reinforced concrete pavement have been practically nil. For example, the section of continuously reinforced PCC pavement on I-5 from Azalea to Glendale Junction was placed in 1966 and our surface maintenance costs for the past three years have been $27.58 per lane mile per year. Asphaltic concrete pavement in this same area for the same time period shows a surface maintenance cost of $47.64 per lane mile per year.

The above comparison is not a true relationship between full depth AC and continuously reinforced PCC surface maintenance. However, it is my belief that several of the characteristics of asphaltic concrete which necessitate surface maintenance will remain regardless of depth of surfacing. Some of these characteristics are;

(A) Oxidation of asphalt leading to ultimate loss of aggregate and requiring surfacing sealing and/or patching.

(B) Distortion of surface, due to minor subgrade settlements. Patching will be necessary to maintain desired ride.

In summary, we would anticipate a higher surface maintenance cost on full depth asphaltic concrete pavement than on continuously reinforced PCC pavement.

Robert N. Bothman
Maintenance Engineer

By
O. B. Jackmond
Maintenance Operations Engineer

BP*52475-734 OBJ:rr

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1971

To:

SUBJECT: 1969-1970 Maintenance Costs
Interstate System

L. H. Young
Program and Planning Engineer
BUILDING

Attention: Clarence Gregg

As requested in your letter of May 19, surface maintenance costs for I-5 Pacific Highway for the last 2 years is as follows:

Asphaltic concrete pavement surface only:

1968-69 per centerline mile	3531
1969-70 per centerline mile	1519
2 year average	2525

Portland cement concrete surface only:

1968-69 per centerline mile	238
1969-70 per centerline mile	448
2 year average	343

Robert N. Bothman
Maintenance Engineer

By

Jay B. Boyd
Maintenance Services Engineer

NOTED
W. H. TEBEAU

AL:hl

RECEIVED
JUN 3 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

1673

1 att.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1971

SUBJECT: Donald Road Revision
Hubbard Interchange-
Crosby Road Section

To: Adrian Olson
DESIGN ENGINEER

Right of Way Liaison Agent C. K. Charlesworth has studied the property on the southerly side of Donald Road immediately westerly of the Pacific Highway.

He finds that if the roadway is simply widened and raised in the present location, the right of way cost would approximate:

HOUSE	DAMAGES TO OTHER BUILDINGS	LAND	RELOCATION		
$15,000	$5,000	$1,000	$1,000	= TOTAL	$22,000

If the alignment is skewed northerly in accordance with your plan #3 and no right of way taken other than for the approach, the right of way cost would be:

DAMAGES TO HOUSE	HOMESITE		
$6,000	$3,000	= TOTAL	$9,000

You will note the difference in cost is $13,000. This would be offset to some extent by the added filling and added length of roadway necessary for the realignment. Subject to your detailing, the estimate for these latter two items it would appear that the least expense plan is to skew the roadway northerly.

You will also note that neither estimate included the cost of an approach. It was considered that this cost would be approximately equal regardless of which plan was followed. The one plan would involve a greater road approach fill and the other a greater length. The several items borrowed from your office to conduct this study are returned herewith.

Use the skewed line. ADL.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm
cc Rod Henry and Lowell Stratton

BP 52475-734

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Embankment on Donald Rd. 9-11-Tea

(On existing) With vert. Curve With Flat

	Sta	Fill area	Fill Vol.	Fill area	Fill Vol	Fill area	Fill Vol	
1								
2	0					0		
3								
4	1			0				
5								
6	2	0						
7			470		706		985	
8	4	127		127		133		
9			902		939		950	
10	5	360		380		380		
11			1793		1741		1741	
12	6	608		560		560		
13			2580		2304		2304	
14	7	785		684		684		
15			3447		3341		3341	
16	5+31	647		704		704		
17			479		521		521	
18	0+00 40'							
19	Struct.							
20	0+00 40'							
21			546		546		721	
22	10+62	737		737		974		
23			3761		3761		4801	
24	12	714		714		878		
25			2752		2752		3144	
26	13	772		772		820		
27			(16,611)		(16,611)		(18,505)	

OVER

Form E-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

		On ℄		W/reo curve		With Tangt		
	Sta	Fill area	Fill Vol	Fill area	Fill Vol	Fill area	Fill Vol	
1	13	772		772		820		
2			2226		2226		2400	
3	14	430		430		476		
4			1278		1278		1367	
5	15	260		260		262		
6			820		820		824	
7	16	183		183		183		
8			407		407		1884	
9	17+20	0		0				
10 Subtot			4731		4731		6475	
11	18+50		(16,730)		(16,611)	0	(18,508)	
12	Total vol		21,461		21,342		24,983	
13	+20%		25,800	cy	25,600	cy	30,000	cy
14								
15								
16	Exc for all stations equal (600 cy ±)							
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								

Fair [illegible]

Fair [illegible]

Cooler [illegible] House

Large 2 car Brick [illegible]

Washing Machine [illegible]

Small Barn [illegible]

Tool Shed

Tool [illegible]

Dairy approach [illegible]

Pen of [illegible]

Relocation

	1000
	12500
	6000
+5	3000
	9000
Hog	15000
Dairy	5000
Riverside	20000
Tool	1000
	21000
	1000 = 2000

DEPT
SEP 24 1971

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
September 23, 1971

I-5-1(54)74
1213

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Letter-form Agreement Draft
Hubbard-Woodburn Section
Pacific Highway No. 1 (I-5)
Marion County

Attached hereto for your consideration is a suggested draft of a letter-form agreement seeking Marion County concurrence in temporary closure of roads during the construction period for reconstruction of the Hubbard-Woodburn Section.

This project is scheduled for contract at the January 27, 1972 bid opening with an estimated cost of $8,440,000.

Please study the contents of the letter and, if acceptable to you, forward to the Design Section for their review, comment and return to this office for preparation in final form.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

Att.

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

9-24-71

BP 52478-734

7693

Salem, Oregon
September 17, 1971

Donald Road
Hubbard Interchange-Crosby Road Section
Pacific Highway (I-5), Marion County

Mr. J. B. Boyd
Regional Engineer
East Salem Highway Building
Salem, Oregon

In planning to revise Donald Road structure to provide standard horizontal and vertical clearances for the freeway and improved vertical sight distance on Donald Road, we find that we will raise the grade an additional seven feet opposite the house which lies in the southeast quadrant. The present grade appears to be approximately five feet above original ground.

Using the existing centerline and widening symmetrically would hit the house with our slopes and would require 25 to 30 feet additional right of way at the house. By throwing the line north approximately 20 feet at the house, the existing fill slope could be extended so that no right of way would be required except for re-establishing the driveway. If this line shift is done by skewing the alignment slightly to avoid a reversing curve on the west most of the existing embankments will be utilized, but an added 5,000 yards of embankment will be needed over the symmetrical section and about 250 feet of additional roadway construction will be required.

Please take a look at this and make a recommendation on the course to follow.

Frank L. Hall
Design Engineer

By A. D. Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp

RECEIVED
SEP 22 1971
FOR FILING

I-5-5(52)
7623

September 17, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hubbard Intch.-Woodburn Intch. Sec.
Interstate 5
Donald Rd. U'Xing, Br. No. 7797A
Broadacres Rd. U'Xing, Br. No. 7800A
Crosby Rd. U'Xing, Br. No. 7801

Attached are two prints each of Drawings 27238, 27239, and 27240, which are the preliminary plan and elevations for the subject bridges. Also attached are two copies of an artist's rendering of Broadacres Road. (Crosby Road is similar.)

Grading plans, foundation recommendations, and an artist's rendering of Donald Road are not completed but will be forwarded as soon as available.

All three structures are designed for two 12-foot lanes with 4-foot shoulders, requiring a 32-foot roadway. They are designed to span the "Alternate A" freeway section as submitted with Mr. Klabee's letter of August 27, 1971.

It is planned to stage the project so that the structures can be replaced without construction of detour structures. Traffic will be re-routed over other local roads.

Drop-in precast box girders with poured-in-place center sections post-tensioned together were chosen for these structures. The use of identical precast units for all three structures made for a favorable cost comparison between this type of construction and cast-in-place post-tensioned box girders. Our estimate for the recommended type of construction, based on estimated quantities, is $23.00 per square foot of roadway area. This compares favorably with recent costs of cast-in-place box girder construction. The precast construction has the added advantage of not requiring falsework over existing traffic.

Temporary falsework for the cast-in-place center section will require a slight adjustment to freeway traffic during construction. While identical precast sections were used for economy, different architectural treatment of bents and abutments was used at each structure to provide visual variety.

A four-span arrangement was considered but discarded for both esthetic and safety reasons.

This is a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnsen
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
I. D. Merchant

LLH/PMO/ag ms

RECEIVED
AUG 27 1971
FOR FILING

Federal-74
7693

VOID
Retd by
FHWA

August 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Hubbard-Woodburn Section, Woodburn-Hayesville Section, Interstate 5

The Hubbard-Woodburn and Woodburn-Hayesville Sections of Interstate 5, originally constructed as four lanes, are being redesigned to modern standards of safety and traffic requirements by flattening slopes, adding two outer lanes, 10-foot median shoulders and pavement based on 1970-1990 traffic.

The existing median width is 50 feet between traffic lanes and will be only 30 feet between the proposed 10-foot median shoulders if the existing traffic lanes are retained and given an overlay of A.C. pavement. This decrease in width of median will not permit the existing drainage pattern to function, and a storm sewer system with underground drains at the edge of the existing travel lanes will be required to keep water out of the gravel base. The terrain is flat, poorly drained, with a high water table making the underground drains an essential unit of design since lateral drainage will be blocked by new plant mix base construction. Another necessary item resulting from the narrow, flush median will be a weak post median barrier.

These items of cost resulting from retaining the existing traffic lane's positioning can be eliminated by shifting the lanes outward so that only one lane remains within the limits of the existing pavement. This results in a median of sufficient width to permit the present drainage pattern to function without a storm sewer and sufficient recovery area will be provided to eliminate the need for a median barrier.

To accomplish this, the costs of both A.C. and Portland Cement pavement and surfacing were estimated. The cost of the A.C. pavement was practically the same as the original plan because the width and depths were the same. The Continuously Reinforced Concrete pavement cost about $168,360 more but, as in the case with the A.C. pavement, there were offsetting savings in drainage items that result in making the Portland Cement pavement the most economical. In the design for this type of pavement, an overlay over the existing pavement was not economical. By removing the outer 10 feet of the existing pavement and constructing the Portland Cement pavement on the existing base, a two-inch overlay on 10 feet of the remaining pavement can provide an economical shoulder. Only the under drain on the median side of the existing base will be necessary to sufficiently drain the existing base for required strength under Continuously Reinforced Concrete pavement.

To identify the three designs they have been marked Plan A, Plan A-1 and Plan B on the attached data sheet that illustrates the proposed typical section and details comparative cost items. The summary of estimated costs of the three plans, which include the cost of pavement and surfacing and other optional items (not the total costs for the project), follows:

Plan A	(78' median, Continuously Reinforced)	$15,057,200
Plan A-1	(70' median, A.C. pavement)	$15,789,400
Plan B	(40' median, A.C. pavement)	$17,381,800

From this data, it is shown that a median 78 feet wide with Portland Cement pavement can be constructed for $2,324,600 less than an A.C. overlay with a 40-foot median or $732,200 less than an A.C. overlay with a 70-foot median.

The A.C. pavement overlay thickness required to meet the 1970-1990 traffic requirements has, by previous correspondence from your office, required some participation by the State in its cost. Since reconstruction using Continuously Reinforced Concrete pavement provides a better pavement and a safer highway for less cost than an overlay, we ask your concurrence in our selection of this design and your approval of the use of Interstate funds for the cost of the concrete pavement surfacing.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. L. Hall
L. H. Young
J. B. Boyd

FLH:jf srb

Atts.

RECEIVED
AUG 24 1971
FOR FILING

I-5-5(16)260
7623

August 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Hubbard Interchange-Woodburn Interchange Section, Pacific Highway

I am enclosing the base design for the Hubbard Interchange-Woodburn Interchange Section of the Pacific Highway (Oregon Project I-5-5(16)260) on which we call for a total of four inches of overlay (1990 design) to be placed over the existing pavement.

You will recall that you had previously approved an overlay depth of two inches for this section by letter dated September 19, 1969, and that no increase in depth would be approved unless we could justify such increased depth. We feel that the attached file will contain the necessary justification for the four-inch overlay and we request your approval of the design as shown.

Very truly yours,

P. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
J. B. Boyd

WHT:ia srb

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Hubbard - Woodburn Unit
Highway Pacific County Clackamas & Marion Prefix 624-1979
Length 9.417 Designer F. Eriksen Draftsman Date July 31, 1970
Signed Title

Grading & Drainage		$ —
Surfacing	Cement-Treated-Base & Asph. Conc.	$2,380,896.75
Extra Work		
Outside Lane + 10' Shoulder		$
9" AC		
12" CTB		
21" Total		
Total Extra Work		$
TOTAL		$
+ 20% Engineering and Contingencies		$ 476,179.35
Structures	Total	$2,857,076.20
		$
Total Structures		$
Right of Way		$
Total Estimated Cost		$

Cost Per Mile $303,395.58

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Hubbard - Woodburn Unit
Highway Pacific County Clackamas & Marion Prefix
Length 9.417 Designer F. Eriksen Draftsman Date July 30, 1970

~~Grading and~~ Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Trench Excavation	Cu.Yd.	18,895	1,890	20,785	2 50	51,962.50
6" Perf. Drain Pipe	Lin.Ft.	99,446	9,944	109,390	2 00	218,780.00
Special Filter Material	Cu. Yd.	18,167	1,816	19,983	7 00	139,881.00
Cement Treated Base	Ton	155,334	15,533	170,867	3 75	640,751.25
Portland Cement in CTB	Ton	8,543	854	9,397	31 00	291,307.00
Asphalt in Seal	Ton	200	20	220	65 00	14,300.00
Class "B" Asphalt Conc. Mixture	Ton	120,308	6,015	126,323	6 00	757,938.00
Asphalt Cement in Mixture	Ton	7,820	391	8,211	32 00	262,752.00
Asphalt in Tack Coat	Ton	39	4	43	75 00	3,225.00

Total 2,380,896.75

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1971

SUBJECT: Hubbard Int.
Woodburn Sec.
Pacific Highway (I-5)

To: Frank Hall
DESIGN ENGINEER

The Bridge Section requested clearance and elevations on the three overcrossing structures on the subject section. Field notes with this information are attached. Please have this data forwarded to them.

J. B. Boyd
REGIONAL ENGINEER

GWW/JBB/jc

cc: Lowell Stratton

2 # att.

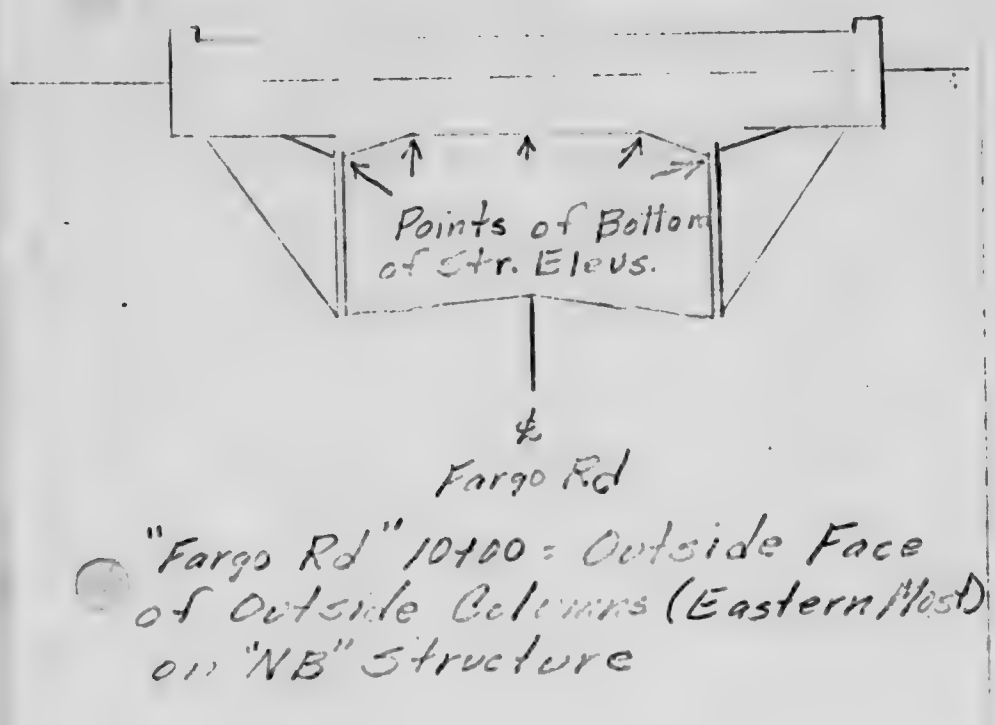
RECEIVED
JUL 20 1971
DESIGN
SECTION

Sco...
Swan...
R. Olso...
Trou...
Do Not File
Keep
Return To
Other

Original notes to Bridge 7/21/71
att

SP*52475-734

(1)



"Fargo Rd" 10400 = Outside Face of Outside Columns (Eastern Most) on "NB" Structure

2. Fargo Rd 7-2-71

N. Luno
D. Canfield
N. Williams
S. Thornton

Chargeur - Lynnville

"NB" Structure

	Lt	℄	Rt		
10+00	186.48 21°	187.67 12°	187.68 0°	187.76 11°	186.62 20°
10+29.3	186.44 21°	187.62 11°	187.67 0°	187.73 11°	186.62 20°

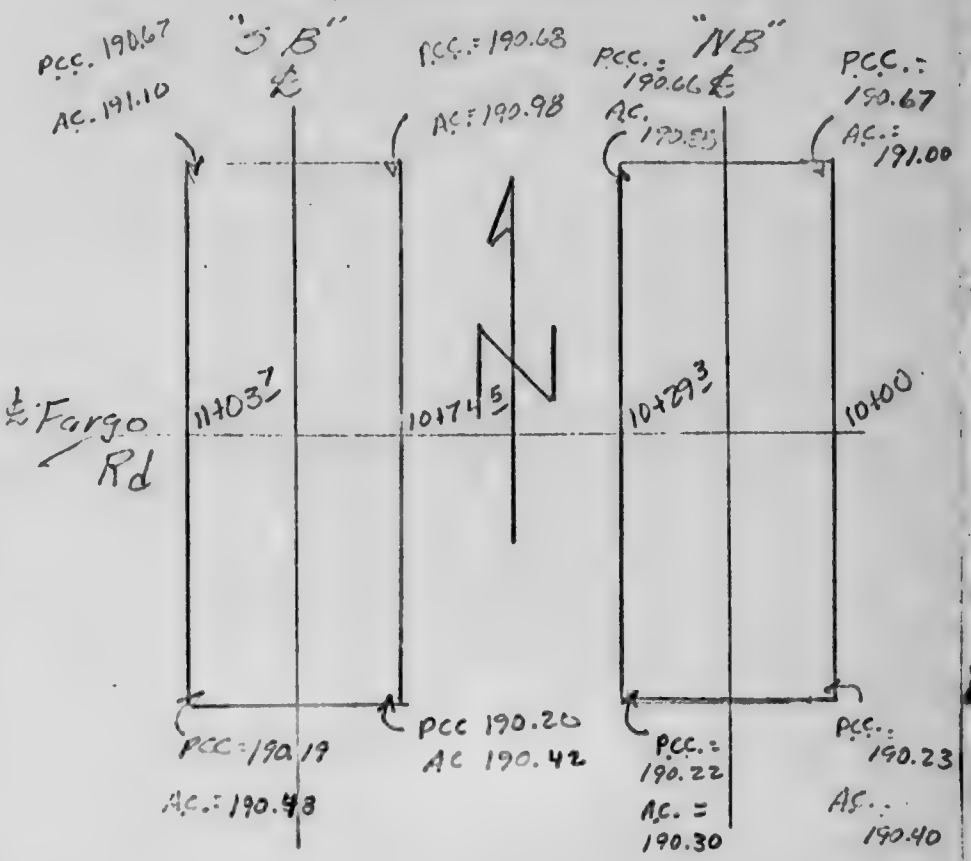
"SB" Structure

10+74.5	186.46 20°	187.65 12°	187.68 0°	187.76 11°	186.60 20°
11+03.7	186.42 20°	187.61 12°	187.63 0°	187.75 11°	186.59 20°

195.00

(3)

Fargo Rd O-Xing



(1)

(5)

Oregon State Highway Division

LEVEL SHEETS

3-Line Profile

Fargo Rd

(6) ..... Line Date ..... Party .....

Project .....

Form E-24—10M SP*52555-734

Oregon State Highway Division (7)

LEVEL SHEETS

BM				12 [illegible]	(H 569)						
	1.64	193.18									
T.			12.21	180.97							
	0.76	181.23									
T.P.			10.33	170.90							
	5.10	175.90									
9+00							6.61	6.41	6.63		
+25							6.73	6.52	6.73		
+50							6.73	6.57	6.66		
+75							6.65	6.35	6.52		
10+00							6.45	6.16	6.31		
+93							5.85	5.72	5.83		
+00							5.43	5.22	5.33		
+45							4.70	4.44	4.59		
11+03							3.56	3.16	3.31		
+25							2.49	2.09	2.18		
+50							1.05	0.71	0.82		
T.P.			1.01	174.89							
	5.93	180.82									
11+75							4.56	4.28	4.26		
12+00							3.21	2.97	2.91		

(8)

Line [illegible] Line Date [illegible] Party Nguyo Driscoll
K.K. Sims
J. Thornton

Project [illegible]

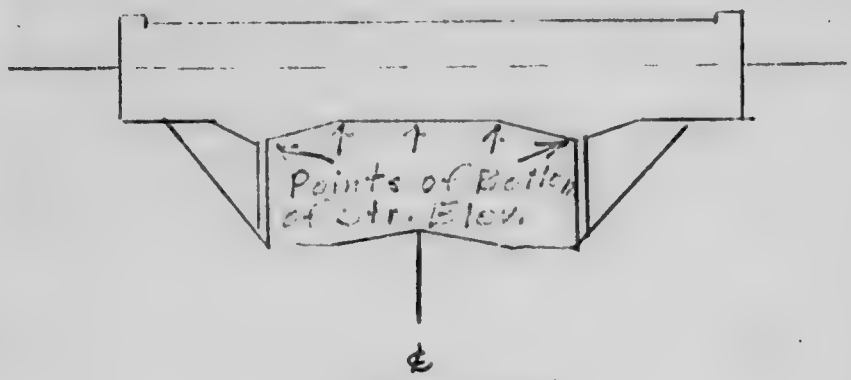
Form E-34—10M

SP*52555-734

	+	HI	−	Elev.	
		100.52			
TP			0.13	100.69	
	[illegible]	100.82			
[illegible]			1.31	[illegible].09	
	3.13	105.32			
[illegible]			3.69	101.63	121.535 (H 569)

(1)

Fellers Rd O-Xing



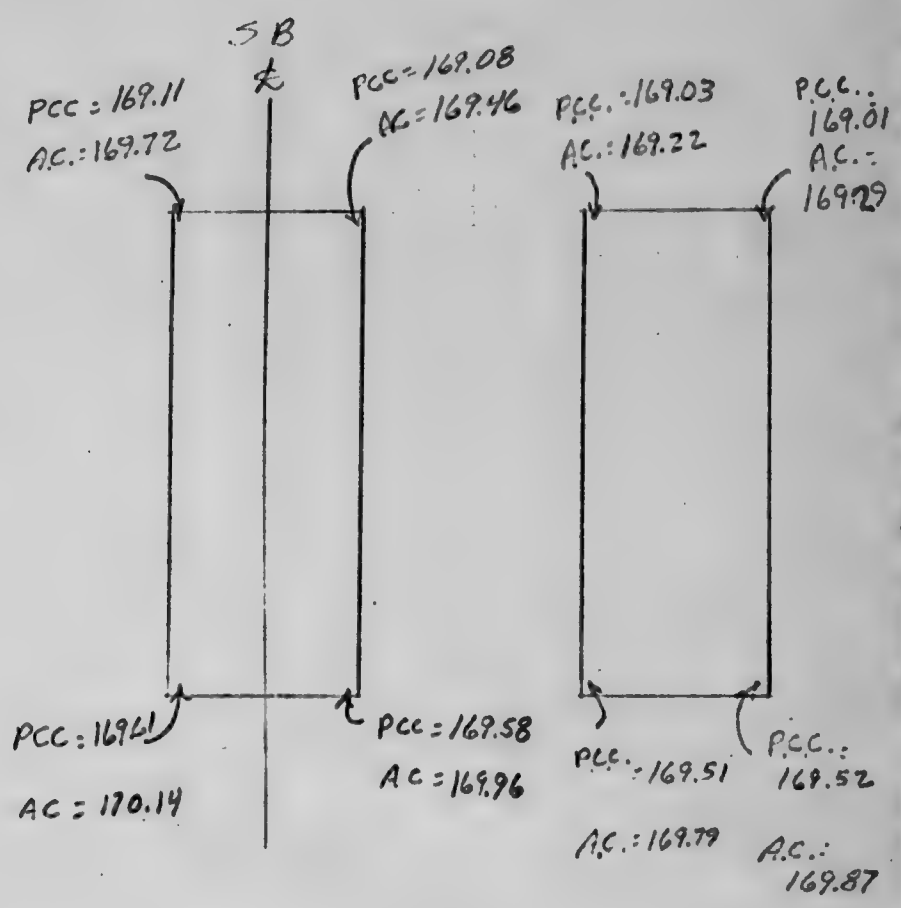
"Fellers Rd." 10+00 = Outside Face of Outside Columns (Eastern Most) on "NB" Structure

(2)

.7513

(3)

Fellers Rd O-Xing



Oregon State Highway Division

(2)

LEVEL SHEETS

"NB" Structure

		℄	Rt		
16+20	165.54 20	166.67 11	166.61 0°	166.56 13°	165.39 22
16+29	165.54 19	166.65 10	166.60 0°	166.63 13	165.40 22

"SB" Structure

16+53	165.58 20	166.66 10	166.58 0°	166.57 13	165.52 21
17+48	165.61 19	166.67 10	166.60 0°	166.56 13	165.43 22

3-Line Profile

Fellers Rd

(6)

Fellers Rd Line Date 7-2-71 Party N. Williams J. Thornton

Project Chanpeog - Hayesville

Form E-34—10M SP*52555-734

	+	HI	-	Elev	
BM.				169.82	(K-569)
	1.93	171.76			
T.P.			12.46	159.30	
	2.07	161.37			
9+00					
+25					
+50					
+75					
10+00					
+29.5					
+50					
+75.3					
11+04.8					
+25					
+50					
T.P.			11.57	149.80	
	8.03	157.83			
11+75					
12+00					

(7)

Oregon State Highway Division

LEVEL SHEETS

		9' Lt	℄	9' Rt	
		7.79	7.51	7.70	
		8.26	8.01	8.23	
		8.74	8.49	8.72	
		9.19	8.92	9.12	
		9.72	9.41	9.55	
		10.26	9.90	10.05	
		10.56	10.30	10.43	
		11.07	10.84	11.03	
		11.59	11.49	11.84	
		11.99	11.99	12.32	
		12.62	12.64	12.95	
		9.53	9.64	9.98	
		9.89	10.10	10.52	

(5) ..... Line Date ..... Party .....

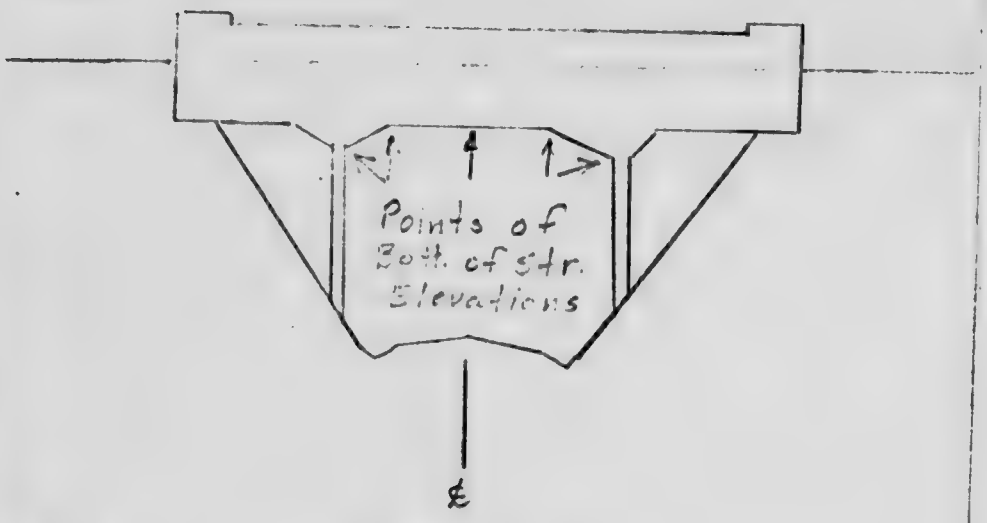
Project .....

Form E-34—10M SP*52555-734

TP				157.14	
		169.58			
				14.76	
		17482			
			4.99	169.52	

(1)

Fayetteville Rd O-Xing
(East Side of "NB" Str.)
= Sta. 10+00



"BR" 10+00 = Outside face of
outside Column (Eastern Most)

N. Cano
D. [illegible]
N. Williams
[illegible] J. Hurst

(3)

Bottom of Structure Elevations

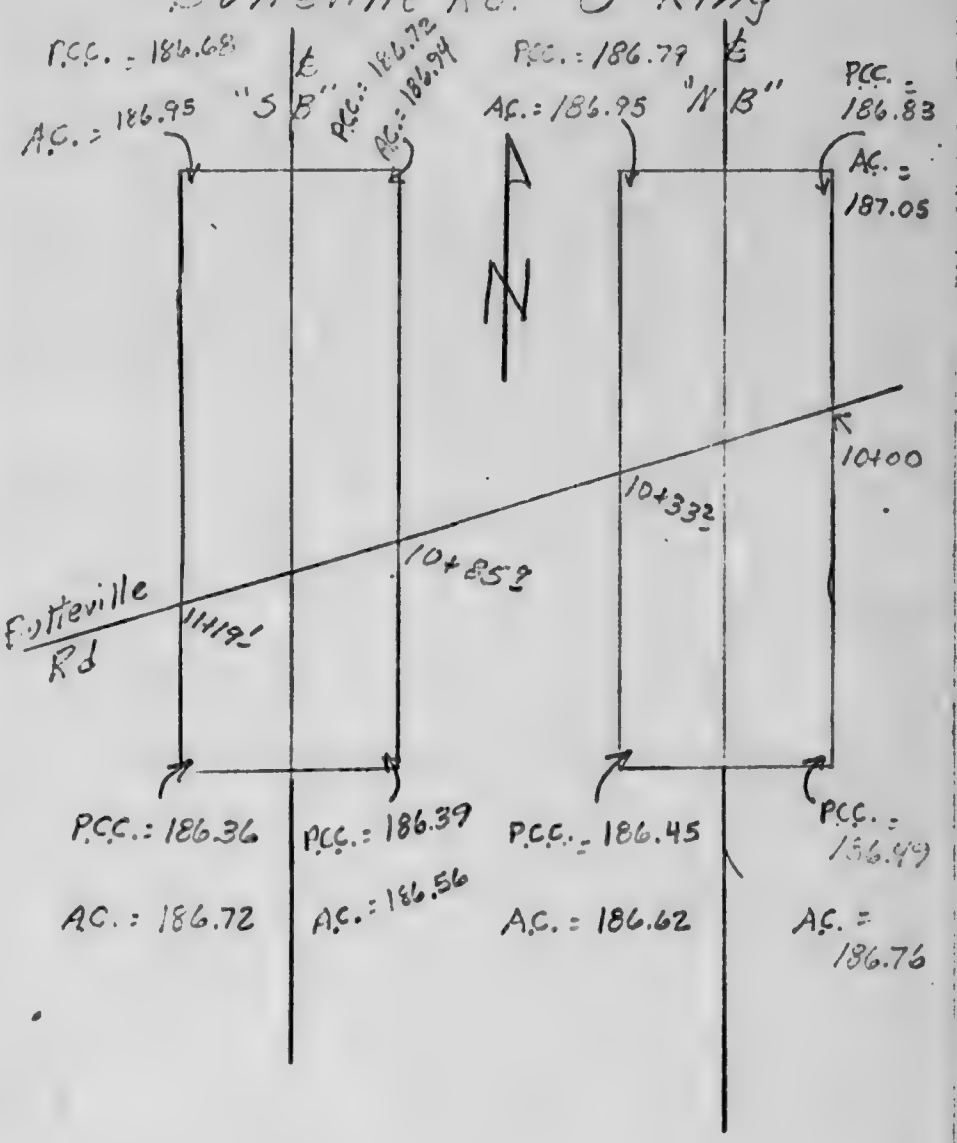
	Lt.	℄		Rt	
100	182.33	183.74	183.74	183.60	182.46
	23Z	12⅝	0°	11⅝	22Z
433Z	182.19	183.71	183.72	183.79	182.45
	22Z	11⅝	0°	12⅝	23Z

"NB" Structure

"SB" Structure

385Z	182.22	183.60	183.65	183.69	182.40
	33Z	12Z	0°	11⅝	23°
119L	182.21	183.64	183.64	183.72	182.41
	22Z	11Z	0°	13°	24L

Note: Dist. shown is at Rt. angles to ℄ Butleville Rd.
Sta. for ℄ point only



(4)

Oregon State Highway Division (5)

LEVEL SHEETS

3-Line Profile

Butteville Rd.

(5) "ES" Line Date 7-2-71 Party H. Jupe D. Canfield N. Williams J. Thomas

Project Champoeg - Aurora (I-5)

Form E-34—10M SP*52555-734

Oregon State Highway Division

(7)

LEVEL SHEETS

-40	4	112		176.41						
41				187.41	(F-569 Level Line 369)					
	4.61	192.96								
T.P.			12.80	180.41						
	1.22	181.63								
T.P.			12.99	168.64						
	10.08	178.92								
2400						7.41	7.28	7.48		
425						8.39	8.30	8.54		
450						9.34	9.24	9.41		
475						10.03	9.99	10.17		
500 (Outside Spec, outside Values.)						10.72	10.61	10.91		
1-32						11.37	11.32	11.46		
550						11.55	11.39	11.60		
1259						11.60	11.36	11.53		
600						11.53	11.24	11 40		
619						11.31	11.06	11.21		
650						10.15	10.58	10.73		
175						10.18	10.10	10.25		
700						9.53	9.44	9.64		
T.P.			0.33	176.59						

(2) ..... Line Date ..... Party .....

Project .....

Form E-34—10M SP*52555-73

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-5(48)273
7625

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 8, 1971

In reply refer to: 08-35.7

Kleshan
CY E&W
6-9-71

SUBJECT: Oregon Project I-5-5(48)273
Hubbard Interchange-Woodburn Interchange
Right of Way

Enclosed are the approved right of way plans for the subject project. This office authorized acquisition of right of way on September 30, 1970. Federal participation is subject to the provisions of the 80 Series PPMs.

An executed copy of the project agreement will be forwarded separately.

Enclosure

cc:
OSHD (Chase)
OSHD (Moehring)
OSHD (Mitchell)
Accts

orig w/enc.
to Young
6-9-71

RECEIVED
JUN 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
FOR FILING

May 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 1972 Interstate Estimate
Proposed Update of Weigh Stations

Your approval is requested to include in the 1972 Interstate Estimate the cost to modernize the weigh stations on I-5 at (1) the Interstate Bridge, (2) Woodburn and (3) Ashland; also to construct a new weigh station at Diamond Hill south of Albany.

The proposed design of these sites would include sorting lanes, storage area, dynamic weighing equipment, static weighing equipment, axle and vehicle measuring devices, and computer equipment (to analyze readings, store and print out information, and activate signs). The estimated cost for this equipment and revision of both the northbound and southbound lanes is $500,000 at each site.

The Interstate Bridge scale revision will be for the southbound lane only, at an estimated cost of $350,000. The Woodburn scales (both northbound and southbound) should be revised as part of the six-lane revision in that area. The Ashland scales needs to have the existing OPEN-CLOSED signs revised to remote-controlled operation and be mounted on breakaway posts, as soon as possible, at an estimated cost of $25,000. At a later date, the existing site and equipment should be revised the same as the others. The Diamond Hill site is a proposed new location. The estimated new construction cost will be approximately the same as for the revision of the other sites.

These revised scales will enable the truck traffic to pass through the scales with a minimum delay and, at the same time, provide a more complete and accurate record for the state.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. H. Young
R. N. Bothman

JAR:ia srb

PROPOSED WEIGH STATION

ESTIMATE OF COST

1. INTERSTATE BRIDGE (Portland) SCALES
Install complete electronic sorting system, including all the ramps, signing and storage areas.

Estimated cost, southbound only . . . . . $ 350,000

2. WOODBURN SCALES
As part of the Hubbard Interchange-Woodburn Interchange 6-lane project, revise present static weigh station to a dynamic sorting station.

This would include revised configuration including on and off ramps, sorting lanes and storage areas; dynamic weighing equipment, static weighing equipment, axle and vehicle measuring devices; computer equipment to analyze readings, store and printout information and activate signing.

Estimated cost, northbound and southbound sites complete. . . $ 500,000

3. ASHLAND SCALES
Install remote controlled electrical signing for "OPEN" and "CLOSED" plus revise existing permanent signs to breakaway design.

Estimated cost, northbound and southbound sites complete. . . $ 25,000

4. DIAMOND HILL SCALES (new installation)
Install complete electronic sorting system including all the ramps, signing and storage areas.

Estimated cost, northbound and southbound sites complete. . . $ 500,000

$1,875,000

JAR:ia
5-18-71

9-30-70

RECEIVED
OCT 7 - 1970
FOR FILING

FORM FHWA-PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-5(48)273

STATE PROJECT NO.
HUBBARD INTERCHANGE - WOODBURN INTERCHANGE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-624

COUNTY NAME
CLACKAMAS & MARION

PROGRAM STAGE (Check)
[ ] 1 [XXX] 2

TO:
7693

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Yours
10-7-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	SEPTEMBER 30, 1970	INTERSTATE ROUTE 5 STATE ROUTE 1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION FOR THE SUBJECT PROJECT AS REQUESTED IN MR. YOUNG'S SEPTEMBER 16, 1970 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) RELOCATION PAYMENTS
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
OCT 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-30-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 10-4 THRU 10-6

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON

BY (Signature)
MR. YOUNG'S SEPTEMBER 1
SEPTEMBER 22, 1970 LETTE

TITLE
PROGRAM & PLANNING ENGI

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____ ITEM NO.	PROJECT NOS.	STAGE 2 ITEM NOS. 624 THRU 626 LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WO
[illegible]	I-5-5(48)273	10.4	10,450.00	9,600.00	HUBBARD INTERCHANGE TO WOODBURN INTERCHANGE SECTION	RIGH
625	I-5-4(69)204	13.3	5,850,000.00	5,300,000.00	HALSEY INTERCHANGE TO LANE COUNTY LINE SECTION	GRADE TYPE 3 ST
626	I-5-5(49)284	0.0	138,000.00	127,000.00	EAST PORTLAND FREEWAY (I-205) TO HUBBARD INTERCHANGE SECTION.	LANDS

9-30-70

10-7-70

REMARKS (Division)

RECEIVED
OCT 2 - 1970
FOR FILING

1695

NOTED
F.B. KLABOE
OCT 7 '70

NOTED
TOM EDWARDS

RECEI
OCT 2
OFFICE O
STATE HIGHWAY

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		9-30-70	R. E. SIMPSON, DIVISION EN

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any
tion on the part of the Federal Government to provide Federal funds for the undertaking.

NUMBERS 10-4 THRU 10-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-30-70

BY (Signature): MR. YOUNG'S SEPTEMBER 16, 1970 AND SEPTEMBER 22, 1970 LETTERS

TITLE: PROGRAM & PLANNING ENGINEER

OF FEDERAL FUNDS

☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 2

ITEM NOS. 624 THRU 626

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
10.4	10,450.00	9,600.00	HUBBARD INTERCHANGE TO WOODBURN INTERCHANGE SECTION	RIGHT OF WAY
13.3	5,850,000.00	5,300,000.00	HALSEY INTERCHANGE TO LANE COUNTY LINE SECTION	GRADE-DRAIN-HIGH TYPE PAVEMENT - 3 STRUCTURES
0.0	138,000.00	127,000.00	EAST PORTLAND FREEWAY (I-205) TO HUBBARD INTERCHANGE SECTION.	LANDSCAPING

Approved 10-7-70

NOTED
TOM EDWARDS

F. B. KLEBOE
OCT 7 10

RECEIVED
OCT 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED
E AND TITLE

DATE: 9-30-70

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

ion to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
SEP 15 1970

7693

September 16, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Interstate right-of-way project, Item No. 624, Project No. I-5-5(48)273, Woodburn Interchange-Hubbard Interchange Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

We further request, concurrent with approval of the program, authorization to proceed with all phases of right-of-way acquisition as programmed and as outlined in red on the enclosed copies of right-of-way maps 7B-20-12, 7B-20-13 and 7B-20-14.

The public notice statement, regarding relocation assistance, in accordance with paragraph 12 of PM 80-1-68 is not required for this project since there are no displaced persons.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

CL:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-16-70

FEDERAL - AID PR

(PPM 21-

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65							ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (7
	1	I-5 Woodburn Interch. N. 10.4 mi.								22,400	46,300	90
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62							NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (7
	Right of Way Purchase													
CARD 4	CLASS OF FEDERAL FUNDS												COUNTY NAME	
	Interstate												Clackama	
	NAME OF URBAN AREA 17-31												ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
	1 (14-15)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		I-5 Woodburn Interch. N. 10.2 mi.			
5					ROW		(Hubbard Interch.- Woodburn Interch.)	10.4	10,450	9,600
5					CONST (CODE)					
							PROJECT TOTALS	10.4	10,450	9,600

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	22,400	46,300	90	08	Oregon	35	042	624

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
					I-	5-5(48)273			

COUNTY NAME: Clackamas and Marion — CODE: 005 047

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: — U.S.: I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
10.4	10,450	9,600	850		Right of way purchase, incl. incidental R/W and reloc. costs (Future 2 add'l lanes to provide for 6 lane facility) ROW - 274' normal Access Control-full Parking restrictions complete
10.4	10,450	9,600	850		

REMARKS

Additional Data Item No. I-166 Project I-5-5(16)

(over)

USCOMM DUSCOMM-DC 46905-P61

HUBBARD INTERCH.-WOODBURN INTERCH. SECTION

PROJECT NO. I-5-5(48)273

Remarks - continued

A combination location/design public hearing was held on April 23, 1970 and location/design approval given in Federal Highway Administration letter of September 2, 1970.

Relocation assistance consists of incidental costs estimated at $450, with no families or businesses being displaced.

104(b)(5) 1970 estimate: $32,000

FORM FPR-240
(REV. 5-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-28-70

FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-5-5(47)283
		STATE PROJECT NO. HUBBARD INTERCHANGE
	ITEM NO. 1-614	COUNTY NAME CLACKAMAS
		PROGRAM STAGE (Check) [ ] 1 [x] 2

TO:

7693 MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 28, 1970	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER: STATE ROUTE #1 - PACIFIC HIGHWAY

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED JUNE 19, 1970 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND GENERAL ELECTRIC FACILITIES TODAY. REIMBURSEMENT ON AND AGREED LUMP SUM BASIS OF $271.33 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH THE PORTLAND GENERAL ELECTRIC COMPANY CONSISTING OF YOUR JULY 13, 1970 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE AUGUST 14, 1970 PORTLAND GENERAL ELECTRIC COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S AUGUST 27, 1970 LETTER.

RECEIPT OF MR. RICHARD RUMBOLZ'S AUGUST 21, 1970 AFFIDAVIT OF THE PORTLAND GENERAL ELECTRIC COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

NOTED
TOM EDWARDS

RECEIVED
SEP 1 1970
OFFICE OF
RIGHT OF WAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-28-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Copy to Young 9-2-70

RECEIVED
SEP 4 - 1970
FOR FILE

OREGON STATE HIGHWAY DIVISION

7693

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511 ~~364-2171~~ XXXXXXX

August 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Re: Power Pole Relocation
Portland General Electric Company
Hubbard Interchange Section
Pacific Highway
Clackamas County

Dear Mr. Simpson:

Attached are two (2) copies each of the following data pertaining to this project:

1. The Company's August 14, 1970, estimate of cost for doing the work and a sketch map showing the work to be done.

2. A certification, submitted by Mr. Rumbolz, as to Portland General Electric Company's right in the land occupied by their facilities.

3. Our Notice of Conflict letter dated July 13, 1970, which establishes the obligation of the State to reimburse the Company for the adjustment.

This work consists of a crossing and therefore the State is not entitled to a credit for expired service life.

The cost of the work is less than $5,000 so the Company has requested payment on a lump sum basis.

There is no betterment involved and the Company has included a credit for salvage.

This completes the agreement between the State and the Company. Your approval of this agreement on a lump sum basis as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

PGP:djg

Enclosures

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By: Phil Preston (for)

T. W. Litchfield
Railroad & Utility Engineer

Form A-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 25, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing: Seibee, Hall, A. Olson, Campie, Terpstra, Swanson, Trout, Wills, Hackleman, Scott, R. Olson, Carstensen

RECEIVED
JUN 2 1970
DESIGN DIVISION

SUBJECT: Oregon I-5-5(16)260
Hubbard Interchange-Woodburn Interchange Section
Interstate 5
Pavement Design

Your April 16 letter expressed concern about the 2-inch overlay depth approved for FAI participation on the Hubbard Interchange to Woodburn Section of this project and requested reconsideration of the proposed 6-inch overlay for this project.

The major cause for the variation in the overlay depths as discussed in your letter is the fact that a depreciation factor was not applied to the existing surfacing section in our analysis leading to the 2-inch overlay approval. You contend, based on examination of the existing surfacing, that if satisfactory service for a given period of time is expected from an overlay of a distressed surface, some depreciation factor should be applied to the existing surfacing section.

This situation has been found in a number of overlay reviews in various States and has resulted in several discussions with the Washington office regarding FAI participation limits. In some cases, as for this project, the State's have substantiated the fact that the quality of the existing surfacing and paving is now less than it was prior to incorporation in the work based on construction project testing. We agree with you that for this project the tests performed during the examination of the existing surfacing and paving leading to the overlay request do show that the materials have deteriorated.

However, the basis for issuance of IM 21-1-69 was the fact that pavement structures on some Interstate highways were known to be deficient in structural adequacy to accommodate the types and volumes of traffic predicted for the 20-year design period as compared to the lesser design period with a 1975 design year. In other words the only basis for approval of the additional increment of pavement with FAI participation is the increased traffic loadings.

(more)

orig to Becker
copy to Barbee 6-1-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This increment of pavement is considered to be an additional stage of construction. The Washington office has further advised that the additional stage of construction that will be considered acceptable for FAI fund participation is that increment of structural number or pavement depth that might have been incorporated in the initial pavement design or that should be placed on either the existing and otherwise satisfactory pavement or on a repaired and reconstructed pavement in order that the total pavement structure will satisfactorily carry the amount of traffic forecast to occur during a 20-year design period. The Washington office overlay analysis for this project was consequently based on the existing pavement structure being in a satisfactory condition and arrived at an overlay depth of 2 inches with FAI participation because of the traffic volume forecast for the 20-year design period. Similarly the additional amount of overlay required to carry the 4 lane pavement structure to 1990 and 2.5 serviceability with FAP participation was based only on traffic volumes forecast for the period.

In the case of this project, the existing pavement has been presented as not being in an otherwise satisfactory condition. Restoration of the existing pavement would then be required to obtain the satisfactory or structurally sound condition. Such restoration is considered to be reconstruction of the existing pavement structure rather than an added stage of construction and is not eligible for FAI participation but may be eligible for FAP or FAU fund participation. The FAI funded overlay would then be placed on a satisfactory pavement rather than on a distressed pavement.

In summary, we believe that FAI participation in a 2-inch overlay placed on a satisfactory or reconstructed existing pavement structure is appropriate for the Hubbard Interchange to Woodburn Section. If from our review of the information presented for the existing pavement structure we determine that an additional depth of pavement is warranted to restore the pavement structure to a satisfactory condition that portion of the work not classed as maintenance may be approved for FAP fund participation.

RECEIVED
MAY 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1970
FOR FILING

April 16, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hubbard Interchange-Woodburn Section
Interstate 5, Project No. I-5-5(16)260

In our request of last year for a total of six lanes on the Hubbard Interchange-Hayesville Section of Interstate 5, the surfacing section recommended for the northerly portion (Hubbard Interchange-Woodburn) was, for the added lane, 9 inches of AC over 12 inches of CTB. For the existing lanes, an overlay of 6 inches was recommended based on a 1966 condition survey. Your letter of September 19, 1969, approved only a 2-inch overlay for FAI participation. We are at a loss to determine the criteria behind this decision.

This section was opened to traffic in 1956. Because of evident distress, an overlay of approximately 1¼ inches was approved in December of 1960 and completed in 1961. This overlay, even though additional quantities were authorized and used during construction, was not of sufficient strength to last through the first winter without maintenance.

The original design was typical of that time, 3½ to 4 inches of AC over varying depths of base rock. From our condition survey of July 1966, the depth of existing AC was found to vary from 6½ to 10 inches. Base material varied from 11¼ to 24½ inches. Since that time, the depth of AC has been further increased through maintenance.

If satisfactory service for a given period of time is expected from an overlay of a distressed surface, it is our contention, from a realistic viewpoint, that some depreciation factor should be applied to the existing surfacing section. Without

this, the AASHO Interim Guide criteria can be used to show an existing surfacing section to require only a maintenance-type overlay, is adequate with no overlay, or is already over-designed even though failing. This can be illustrated with the following applicable data from the Hubbard Interchange-Woodburn Section:

R Value of 9 or SS Value of 3.3

TC of 10.3 or 549.7 18 kip S.A. per day (20% of traffic)

Structural Number Required = 4.7

Strength coefficients - AC 0.44 - base rock 0.14

For minimum depths found:

6.5" A.C. x 0.44 = 2.86
11.5" Rock x 0.14 = 1.61
4.47 Assumed S.N. in place

4.4 - 4.47 = .23 deficiency in S.N. of ½" O.L. required.

For average depths found:

7.75" A.C. x 0.44 = 3.41
18" Rock x 0.14 = 2.52
5.93 Assumed S.N. in place

5.93 - 4.70 = 1.23 S.N. over design or 2.8 inches A.C.

For maximum depths found:

10.0" A.C. x 0.44 = 4.40
24.5" Rock x 0.14 = 3.43
7.83 Assumed S.N. in place

7.83 - 4.70 = 3.13 S.N. over design or 7.1 inches A.C.

In our recommendation for a 6-inch overlay, average depths were used, the existing A.C. was given a value of 1.5 to 1 and the base rock a value of 0.5 to 1. In October of 1969, 239 deflection measurements were made and, using the method described in H.R.R. #129 (California Method), a need for a 7-inch overlay was determined. While a 7-inch overlay may be slightly conservative, we are sure that a 2-inch depth would not be successful. The need for repair on this overlay would develop considerably before a similar need on the adjacent third lane with 9 inches of new A.C. over 12 inches of CTB.

We ask that you reconsider our recommendation for a 6-inch overlay on this section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan

GLD:fw srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 18, 1969

SUBJECT: Hubbard Interchange-Woodburn Interchange Section

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is the Project Base Design for the subject section. It will be noted a 7-inch overlay is called for on the inside lanes. Bureau of Public Roads Memorandum of September 19, 1969 approved only a 2-inch overlay for FAI participation and an additional 1-1/2 inches for primary fund participation. It is assumed this overlay would apply to the 28-foot width of the two existing 12-foot lanes and 4-foot inside shoulders.

For an overlay to be successful over surfacing in an advanced state of distress, adequate original strength can not be ignored. A two-inch overlay at this time would be no more successful than the previous thin overlay placed on this section. A 3-1/2-inch overlay would last perhaps 3 years. A 6-inch minimum depth overlay is recommended at this time. Based on deflection data, this amount would be required for a 10-year life expectancy, and might serve for most of the 20-year design.

The following per mile cost figures are shown using a price of $7.35 per ton for AC:

For 2-inch Depth:	BPR Share	State Share
3,613.28 tons @ $7.35 = $26,557.61		
FAI participation		
92.25% - BPR; 7.75% State	$24,499.40	$ 2,058.21
For 1-1/2-inch Depth		
2,709.96 tons @ $7.35 = $19,918.21		
Primary Fund participation		
63.5% - BPR; 36.5% State	12,648.06	7,270.15
For 2-1/2-inch Depth - 100% State		
4,516.60 tons @ $7.35		33,197.01

19,920
33,197
53,117

53000
9.5
265000
477000
503,500.0

503,500
40%
201,400.00
503 50
704,900.

	BPR Share	State Share
For 1-inch Depth - 100% State 1,806.64 Tons @ $7.35		$13,278.80

For the 9-1/2 miles on this project, a one-inch depth of overlay would cost $126,148.60. For 2-1/2 inches the cost would Be $315,371.50.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fw

Attach.

cc C. J. Gregg

RECEIVED
DEC 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section HUBBARD INTERCHANGE - WOODBURN INTERCHANGE Highway Pacific (FAR 46) County Clackamas and Marion Pr

Res. Engr. _____ Approx. Length 9.5± Miles. Sta. 650± to Sta. 1146+64± Da
Mean M.P. 19.74± to M.P. 29.24±

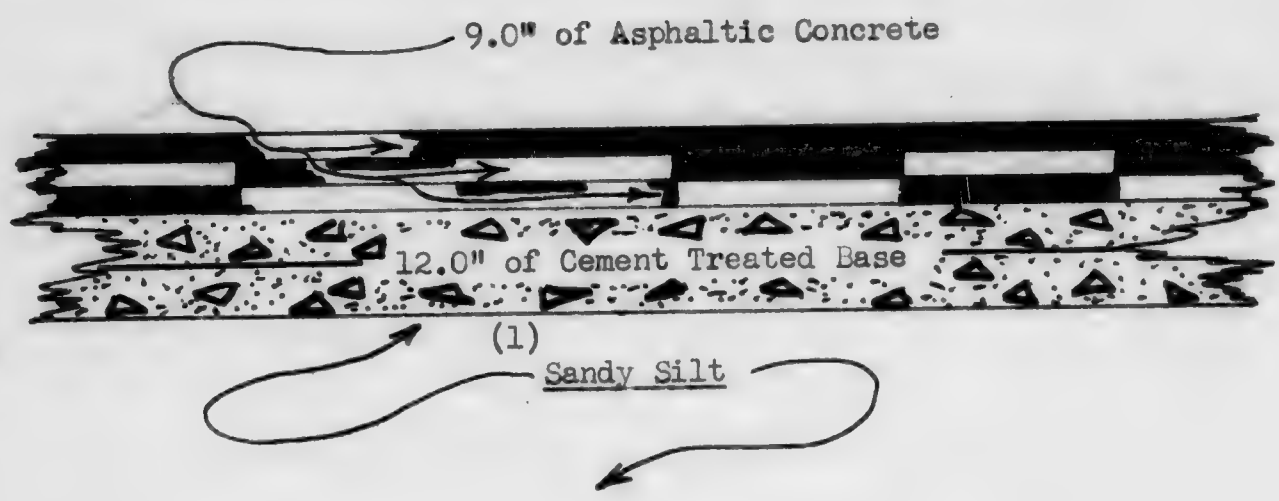
Truck A.D.T. 3249 (80%) Traffic Coefficient 12.1 (80%) 18 kip s.a. per day 2155.1.

Annual Precipitation 40"± Frost Penetration ----.

CBE Total Req.

NEW WORK

(1)
Typical Soil
29 LL
7 PI
100 %P 10
89 %P200
0 %Gravel
3 %C Sand
7 %F Sand
70 %Silt
20 %Clay
9 "R" Value



AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
Inventory and Needs Engineer

Submitted by C. J. Begg
for Staff Assistant

Recommended by _____
Asst. Eng

Recommended by M. F. Decker
Asst Construction Engineer

Approved by _____
Asst. St

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

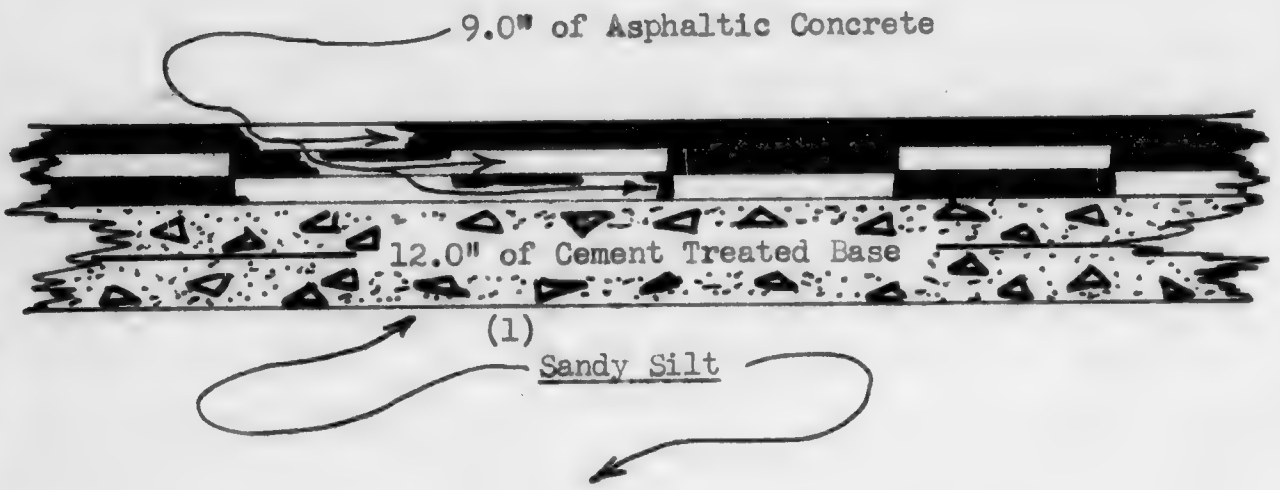
INTERCHANGE -
N INTERCHANGE Highway Pacific (FAR 46) County Clackamas and Marion Prefix 624-1979

Approx. Length 9.5± Miles. Sta. 650± to Sta. 1146+64± Date 12-9-69
M.P. 19.74± to M.P. 29.24±

49 (80%) Traffic Coefficient 12.1 (80%) 18 kip s.a. per day 2155.1.

on 40"± Frost Penetration ---.

NEW WORK



	CBE Total Req.	Credit	Actual Thick.	
	NEW	WORK		
		18.0	9.0	A.C.
		21.5	12.0	C.T.B.
	39.0	39.5	21.0	

ION:

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Submitted by C. J. Grigg for Staff Assistant
Recommended by J. E. W. Dean and Engineer of Materials

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ds Engineer

Recommended by L. F. Merker Asst Construction Engineer
Approved by _____ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section HUBBARD INTERCHANGE-WOODBURN INTERCHANGE Highway Pacific (FAR 46) County Clackamas and Marion

Res. Engr. Approx. Length 9.5± Miles. Sta. 650± to Sta. 1146+64±
M.P. 19.74± to M.P. 29.24±

Mean Truck A.D.T. 812 Traffic Coefficient 10.3 (20) 18 kip s.a. per day 549.7.

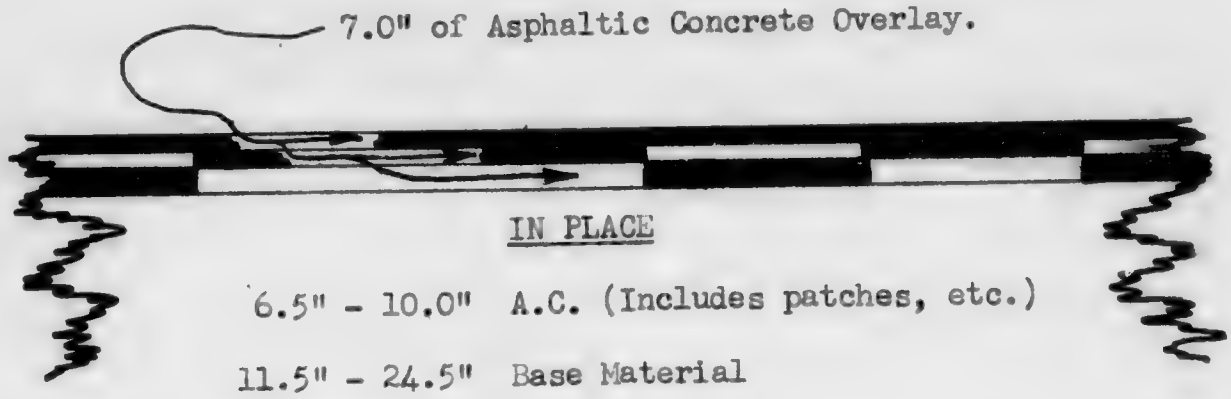
Annual Precipitation 40"± Frost Penetration ——.

(1)
Typical Soil
29 LL
7 PI
100 %P 10
89 %P200
0 %Gravel
3 %C Sand
7 %F Sand
70 %Silt
20 %Clay
9 "R" Value

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

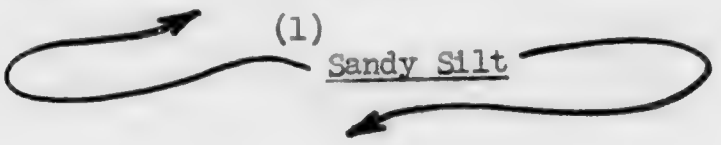
INSIDE LANES



IN PLACE

6.5" - 10.0" A.C. (Includes patches, etc.)

11.5" - 24.5" Base Material



* Overlay recommendation based on deflection measurements.
See remarks on Page 5.

cc:

B.P.R.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

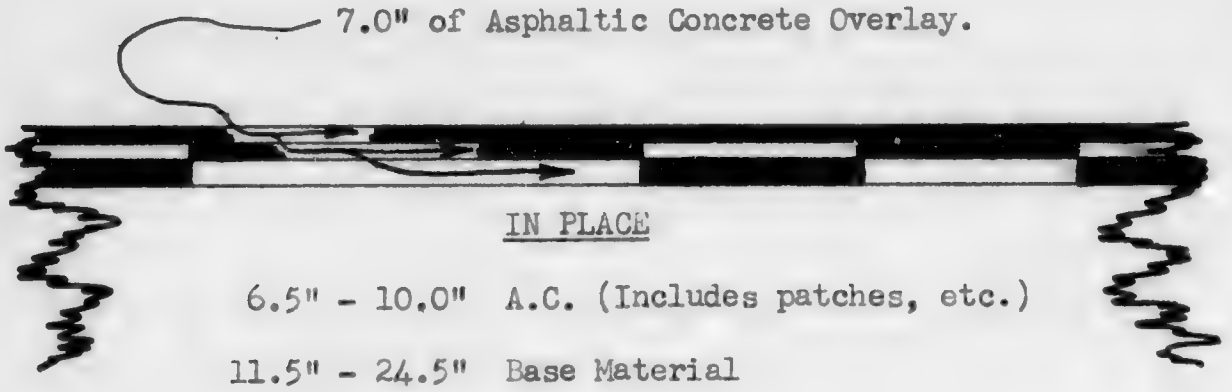
INTERCHANGE- INTERCHANGE ____ Highway Pacific (FAR 46) County Clackamas and Marion Prefix 624-1979

____ Approx. Length 9.5± Miles. Sta. 650± to Sta. 1146+64± Date 12-9-69
M.P. 19.74± to M.P. 29.24±

2 ____ Traffic Coefficient 10.3 (20%) 18 kip s.a. per day 549.7.

on 40"± Frost Penetration ----.

INSIDE LANES



IN PLACE

6.5" - 10.0" A.C. (Includes patches, etc.)

11.5" - 24.5" Base Material

(1) Sandy Silt

ON:

	CBE Total Req.	Credit	Actual Thick.	
OVERLAY				
		14.0	7.0	A.C.
IN PLACE				
Average				
		11.5	7.75	A.C.
		9.0	18.0	Base
	*	34.5	32.75	

* Overlay recommendation based on deflection measurements.
See remarks on Page 5.

SECTION: HUBBARD INTERCHANGE - WOODBURN INTERCHANGE

HIGHWAY: Pacific (FAR 46)

COUNTY: Clackamas and Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
10.0 - 11.0	4.0"	14.5"	-----	----	----	34.0"	18.5"
9.0 - 10.0	4.0"	13.0"	-----	----	----	31.0"	17.0"
8.0 - 9.0	3.5"	11.0"	-----	----	----	27.5"	14.5"
7.0 - 8.0	3.5"	9.5"	-----	----	----	24.0"	13.0"
6.0 - 7.0	3.0"	8.0"	-----	----	----	21.0"	11.0"
4.8 - 6.0	2.0"	7.5"	-----	----	----	17.5"	9.5"
Cars Only	2.0"	5.0"	-----	----	----	13.0"	7.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

NEW MATERIAL

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

"Credits for Existing Materials"

1.0"	Asphaltic Concrete	=	1.5"	Crushed Base
1.0"	Base Material	=	0.5"	Crushed Base

TRAFFIC ANALYSIS

SECTION: HUBBARD INTER. - WOODBURN INTER.

HIGHWAY: Pacific Highway (FAR 46)

COUNTY: Clackamas and Marion County

20,000 Present ADT (1970)

12.3 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	540	2.3	1242	891	450	400,950
3	310	2.3	713	512	1000	512,000
4	150	2.3	345	248	1250	310,000
5	1450	2.3	3335	2393	3180	7,609,740
6	10	2.3	23	17	2570	43,690
				4061	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 8,876,380

TWENTY YEAR EWL 177,527,600

TRAFFIC COEFFICIENT 12.5

% TADT	Average Annual Design EWL	20 Yr. EWL	TC
80	7,101,104	142,022,080	12.1
20	1,775,276	35,505,520	10.3

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE

Pacific Highway

Clackamas and Marion County

"EXISTING ROADWAY"

26 test holes were drilled in July, 1966, plus a trench cut across the S.B. travel lane, and an additional two holes dug in December, 1968. Test results of the 26 holes are listed in the attached summary. Visual inspection of the material obtained from the trench and the two later holes show no apparent difference from previous tests.

At the time of the condition survey, the Asphaltic Concrete was cracked, rutted, and generally in a distressed condition. Heavy patching was evident throughout the section. Intermittent heavy patching has been applied since the completion of the 1966 condition survey. Due to the lack of uniform thickness no consideration has been given the additional patching.

A value for the Asphaltic Concrete Wearing Surface was established by visual inspection of the surface condition of the roadway and careful examination of the core samples. The Base material value is based on tests of the material compared to the stone subbase specifications. It was determined from the above data that a 6.0" minimum Asphaltic Concrete Overlay would be required for adequate performance through the design year of 1990.

In October, 1969, 239 deflection measurements were made on this section. Using the method described in H.R.R. #129, 1966, Page 60, the following result was obtained:

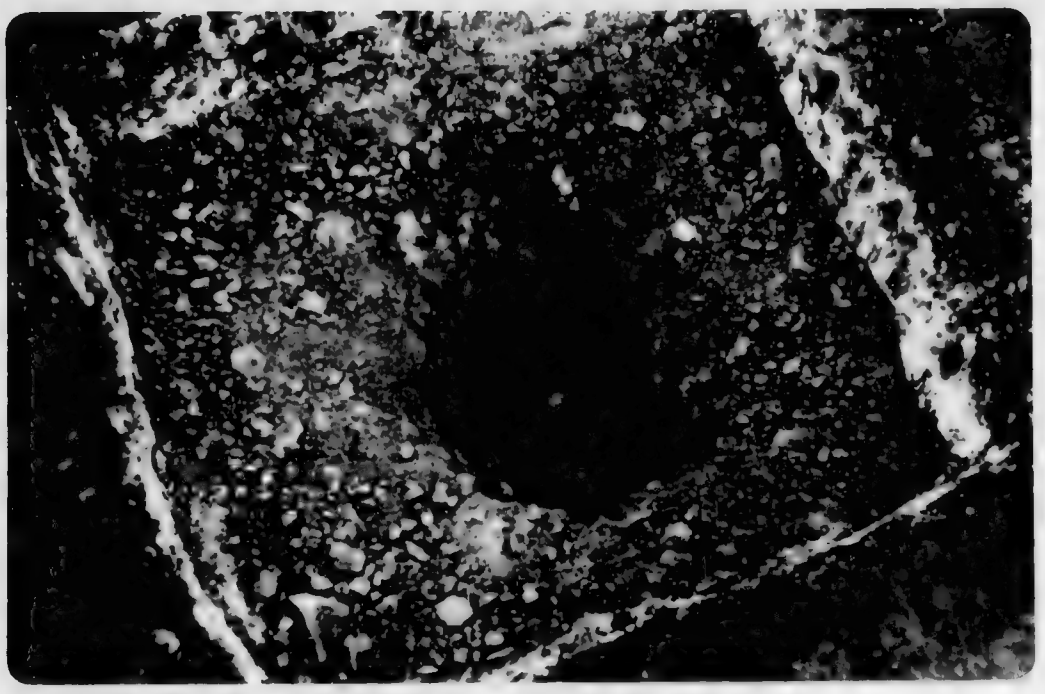
Average Deflection	0.024
Evaluated (80%) O.W.T.	0.027
Traffic Coefficient (20%)	10.3 (1970-1990)
Twenty Year E.W.L.	35,505,520
Tolerable Deflection	0.0098
Percent Reduction Required	63.7
Crushed Base Equivalent Required	14.0"
Asphaltic Concrete Overlay Required	7.0"

See attachments for supplemental information on deflection measurements, and summary of hole logs and tests.

HUBBARD INTER. - WOODBURN

Pacific Hwy.

Marion County



HUBBARD INTERCHANGE -
WOODBURN INTERCHANGE
Pacific Highway
Marion and Clackamas Co.

Mile Point	O.W.T.	I.W.T.	Deflection
N.B. 28.75		x	0.017
	x		0.018
	x		0.017
		x	0.017
	x		0.016
	x		0.022
		x	0.018
	x		0.017
	x		0.019
		x	0.022
	x		0.016
S.B. 28.49		x	0.014
	x		0.018
	x		0.026
		x	0.017
	x		0.020
	x		0.021
		x	0.020
	x		0.017
		x	0.020
N.B. 28.00		x	0.024
	x		0.021
	x		0.020
		x	0.025
	x		0.023
	x		0.022
		x	0.021
	x		0.025
	x		0.022
		x	0.017
S.B. 27.50		x	0.020
	x		0.024
	x		0.024
		x	0.024
	x		0.032
	x		0.029
		x	0.014
	x		0.017
	x		0.018
		x	0.020
	x		0.032
	x		0.024
	x		0.024
		x	0.022

HUBBARD INTERCHANGE -
WOODBURN INTERCHANGE
Pacific Highway
Marion and Clackamas Co.

Mile Point	O.W.T.	I.W.T.	Deflection
N.B. 27.00		x	0.024
	x		0.026
	x		0.026
		x	0.021
	x		0.027
	x		0.030
		x	0.025
	x		0.023
	x		0.019
		x	0.020
S.B. 26.50		x	0.014
	x		0.018
	x		0.022
		x	0.017
	x		0.020
	x		0.024
		x	0.016
	x		0.020
	x		0.019
		x	0.016
	x		0.023
	x		0.020
	x		0.022
		x	0.018
	x		0.021
N.B. 26.00		x	0.016
	x		0.022
	x		0.021
		x	0.014
	x		0.024
	x		0.022
		x	0.014
	x		0.022
	x		0.022
		x	0.013
	x		0.036
	x		0.017
	x		0.018
		x	0.019
S.B. 25.50		x	0.015
	x		0.018
	x		0.016
		x	0.018
	x		0.024
	x		0.022

Continued

HUBBARD INTERCHANGE -
WOODBURN INTERCHANGE
Pacific Highway
Marion and Clackamas Co.

Mile Point	O.W.T.	I.W.T.	Deflection
S.B. 25.50 Cont.		x	0.028
	x		0.017
	x		0.018
		x	0.024
	x		0.023
	x		0.022
		x	0.021
N.B. 24.97		x	0.020
	x		0.026
	x		0.026
		x	0.021
	x		0.024
	x		0.022
		x	0.021
	x		0.024
	x		0.026
		x	0.021
S.B. 24.50		x	0.014
	x		0.020
	x		0.024
		x	0.020
	x		0.022
	x		0.023
		x	0.032
	x		0.026
	x		0.033
		x	0.030
	x		0.029
	x		0.024
		x	0.024
N.B. 24.00		x	0.020
	x		0.027
	x		0.024
		x	0.022
	x		0.023
	x		0.023
		x	0.023
	x		0.024
	x		0.026
		x	0.019
	x		0.031
	x		0.026
		x	0.022
		x	0.018
S.B. 23.50	x		0.031

Continued

HUBBARD INTERCHANGE -
WOODBURN INTERCHANGE
Pacific Highway
Marion and Clackamas Co.

Mile Point	O.W.T.	I.W.T.	Deflection
S.B. 23.50 Cont.	x		0.022
		x	0.015
	x		0.016
	x		0.016
		x	0.021
	x		0.015
	x		0.016
		x	0.018
	x		0.025
	x		0.026
		x	0.018
	x		0.025
N.B. 23.13		x	0.026
	x		0.023
	x		0.028
		x	0.027
	x		0.028
	x		0.027
		x	0.022
	x		0.027
		x	0.022
	x		0.027
	x		0.024
		x	0.020
S.B. 22.38		x	0.014
	x		0.027
	x		0.018
		x	0.026
	x		0.018
	x		0.022
		x	0.017
	x		0.024
	x		0.023
		x	0.031
	x		0.026
	x		0.023
		x	0.024
N.B. 22.06		x	0.024
	x		0.027
	x		0.025
		x	0.022
	x		0.032
	x		0.027
		x	0.020
	x		0.028
	x		0.027
		x	0.018
	x		0.025

HUBBARD INTERCHANGE -
WOODBURN INTERCHANGE
Pacific Highway
Marion and Clackamas Co.

Mile Point	O.W.T.	I.W.T.	Deflection
S.B. 21.52		x	0.022
	x		0.040
	x		0.036
		x	0.028
	x		0.032
	x		0.027
		x	0.023
	x		0.018
	x		0.025
		x	0.028
N.B. 21.00		x	0.026
	x		0.030
	x		0.023
		x	0.023
	x		0.019
	x		0.021
		x	0.022
	x		0.025
		x	0.022
	x		0.025
	x		0.020
		x	0.017
	x		0.019
S.B. 20.50		x	0.024
	x		0.032
	x		0.034
		x	0.024
	x		0.032
	x		0.029
		x	0.031
	x		0.030
	x		0.026
		x	0.026
	x		0.032
		x	0.028
N.B. 19.85		x	0.028
	x		0.024
	x		0.022
		x	0.019
	x		0.032
	x		0.026
		x	0.023
	x		0.028
	x		0.020
		x	0.018
	x		0.024
	x		0.016

Continued

HUBBARD INTERCHANGE -
WOODBURN INTERCHANGE
Pacific Highway
Marion and Clackamas

Mile Point	O.W.T.	I.W.T.	Deflection
N.B. 19.85 Cont.		x	0.019
	x		0.032
	x		0.036
S.B. 19.70		x	0.016
	x		0.023
	x		0.022
		x	0.025
	x		0.029
	x		0.019
		x	0.028
	x		0.018
	x		0.024
		x	0.018

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	Hole No.	Depth-Inches	Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value
NB MP 29.0 + 20'	14	0-8"	AC patched + overlay										
		-11"	No test - crushed gravel - wet										
		-13"	No test - crushed gravel - moisture shows										
		-29"	2"	33.1	8.7	3.5	20	0	31.0	15.1	25.52	1.6"	71
		42"	—	99.9	99.2	91.4	30	6	—	—	—	—	5
SB MP 29.0	33	0-7½"	AC patched										
		28"	1.5"	37.8	9.5	3.6	18	0	45.6	—	—	—	79
		40"	—	99.8	98.8	90.9	30	5	—	—	—	—	7
NB MP 28.66 25 CD		0-9½"	AC										
		26½"	No test - base - poor compaction										
			Subgrade - as Hole 33										7
NB MP 28.33 26 CD		0-7"	AC										
		25"	No test - very dirty base										
			Subgrade - as Hole 33										7

WOODBURN INTERCHANGE
46)
ounty

th-nes	Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
	AC patched + overlay													
"	No test - crushed gravel - wet													
"	No test - crushed gravel - moisture shows													
	2"	33.1	8.7	3.5	20	0	31.0	15.1	25.52	1.6"	71	4.1	A-1-a	Sandy Gravel
	---	99.9	99.2	91.4	30	6	---	---	---	---	5	25.4	A-4-(8)	Clayey Silt
½"	AC patched													
8"	1.5"	37.8	9.5	3.6	18	0	45.6	---	---	---	79	3.8	A-1-a	Sandy Gr[illegible]l
0"	---	99.8	98.8	90.9	30	5	---	---	---	---	7	23.3	A-4-(8)	[illegible]y [illegible]
½"	AC													
½"	No test - base - poor compaction													
	Subgrade - as Hole 33										7			
"	AC													
"	No test - very dirty base													
	Subgrade - as Hole 33										7			

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	Hole No.	Depth-Inches	Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value
NB MP 28.0	15	0-6½"	AC patched										
		7½"	No test - level course										
		26½"	2"	36.2	12.0	4.7	17	0	23.2	---	---	---	84
		29"	No test - combination of above & below										
		42"	---	100.0	97.3	89.6	31	9	---	---	---	---	5
SB MP 28.0	32	0-9½"	AC patched										
		-10½"	No test - level course										
		-21"	1.5"	33.9	14.6	9.5	24	0	31.3	26.3	19.83	1.5"	77
		-28"	Base rock contaminated with subgrade										
		-43"	---	100.0	96.3	89.4	29	7	---	---	---	---	9
NB MP 27.66	27 CD	0-7"	AC patched										
		30"	No test - Base Rock										
			Subgrade - as Hole 32										9
NB MP 27.33	28 CD	0-8"	AC patched										
		24"	No test - Base Rock &										
			Subgrade - as Hole # 31										7

ODBURN INTERCHANGE
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nty

pth-ches	Top Size	P½"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
6½"	AC patched													
7½"	No test - level course													
6½"	2"	36.2	12.0	4.7	17	0	23.2	---	---	---	84	8.9	A-1-a	Sandy Gravel
29"	No test - combination of above & below													
42"	---	100.0	97.3	89.6	31	9	---	---	---	---	5	26.8	A-4-(8)	ayey Si
9½"	AC patched													
0½"	No test - level course													
21"	1.5"	33.9	14.6	9.5	24	0	31.3	26.3	19.83	1.5"	77	4.2	A-1-a	Silty-Sand Gravel
28"	Base rock contaminated with subgrade													
43"	---	100.0	96.3	89.4	29	7	---	---	---	---	9	21.0	A-4-(8)	Sandy Silt
7"	AC patched													
0"	No test - Base Rock													
	Subgrade - as Hole 32										9			
8"	AC patched													
24"	No test - Base Rock &													
	Subgrade - as Hole # 31										7			

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	Hole No.	Depth-Inches	Top Size	P½"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% M
NB MP 27.0	16	0-7 3/4"	AC	overlayed 1 3/4"										
		9½"	No test - level course											
		26½"	2"	35.0	12.9	8.6	25	0	22.9	30.0	32.57	1.9"	80	
		36"	---	99.9	96.0	86.5	28	7	---	---	---	---	10	
SB MP 27.0	31	0-7½"	AC	---	1.75" overlay - aggregate shipped									
		-8½"	1"	54.5	29.6	12.5	---	---	37.2	---	---	---	76	
		-16"	2"	32.6	11.4	6.7	28	0	28.0	31.8	33.91	3.5"	84	
		-23"	2"	32.3	12.8	8.4	24	0	26.2	---	35.69	2.9"	80	
		-35"	---	100.0	91.9	80.3	31	9	---	---	---	---	7	
NB MP 26.66	29 CD	0-7½"	AC	patched										
		-25½"	No test - Base Rock - appears dirty											
			Subgrade - as Hole # 31										7	
NB MP 26.33	30 CD	0-8½"	AC	patched										
		-28½"	No test - Base Rock - appears dirty											
			Subgrade - as Hole # 31										7	

OODBURN INTERCHANGE

unty- nches)	Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
7 3/4"	AC	overlayed 1 3/4"												
9½"	No test - level course													Silty-Sand
26½"	2"	35.0	12.9	8.6	25	0	22.9	30.0	32.57	1.9"	80	9.8	A-1-a	Gravel Clayey
36"	---	99.9	96.0	86.5	28	7	---	---	---	---	10	23.2	A-4-(8)	Silt
-7½"	AC	---	1.75" overlay - aggregate shipped											
-8½"	1"	54.5	29.6	12.5	---	---	37.2	---	---	---	76	7.8	---	---
16"	2"	32.6	11.4	6.7	28	0	28.0	31.8	33.91	3.5"	84	8.3	A-1-a	Silty-Sand Gravel
23"	2"	32.3	12.8	8.4	24	0	26.2	---	35.69	2.9"	80	7.3	A-1-a	Silty-Sand Gravel Clayey
35"	---	100.0	91.9	80.3	31	9	---	---	---	---	7	27.5	A-4-(8)	Silt
0-7½"	AC	patched												
-25½"	No test - Base Rock - appears dirty													
	Subgrade - as Hole # 31										7			
0-8½"	AC	patched												
-28½"	No test - Base Rock - appears dirty													
	Subgrade - as Hole # 31										7			

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	Hole No.	Depth-Inches	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% M
SB MP26.01	30	0-7"	AC patched											
		-8"	No test - level course											
		-19"	2"	33.9	11.9	7.7	22	0	32.5	NSM	38.57	2.9"	81	
		-31½"	Compared to: 2"	28.4	10.5	6.9	23	0	28.8	30.9	28.92	2.1"	74	
		-44"	#4	100.0	98.9	81.6	25	0	—	—	—	—	11	
NB MP 25.97	17	0-7"	AC patched											
		-9"												
		-14"	2"	37.0	14.0	9.2	23	0	28.9	29.0	34.36	2.9"	80	
		-29"	2"	28.4	10.5	6.9	23	0	28.8	30.9	28.92	2.1"	74	
		-45"	#4	100.0	99.4	95.6	25	0	—	—	—	—	16	
SB MP 25.06	29	0-9½"	AC patched											
		11"	No test - level course											
		26½"	2"	37.9	16.0	10.7	24	0	19.6	26.3	32.19	1.8"	78	
		37"	½"	99.9	98.7	78.1	26	1	—	—	—	—	15	
NB MP 25.05	18	0-7 3/4"	AC patched											
		25½"	2"	36.5	12.9	8.6	23	0	27.3	32.7	32.95	2.1"	81	
		37"	2"	92.7	88.1	71.1	26	2	—	—	—	—	13	

ODBURN INTERCHANGE

rty pth- ches	Top Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
7"	AC patched													
8"	No test - level course													
19"	2"	33.9	11.9	7.7	22	0	32.5	NSM	38.57	2.9"	81	8.0	A-1-a	Silty-Sand Gravel
	Compared to:													Silty-Sand
1½"	2"	28.4	10.5	6.9	23	0	28.8	30.9	28.92	2.1"	74	—	A-1-a	Gravel
														Sandy
44"	#4	100.0	98.9	81.6	25	0	—	—	—	—	11	18.7	A-4-(8)	Silt
0-7"	AC patched													
9"														Silty-Sand
14"	2"	37.0	14.0	9.2	23	0	28.9	29.0	34.36	2.9"	80	7.8	A-1-a	Gravel
														Silty-Sand
29"	2"	28.4	10.5	6.9	23	0	28.8	30.9	28.92	2.1"	74	8.0	A-1-a	Gravel
45"	#4	100.0	99.4	95.6	25	0	—	—	—	—	16	19.0	A-4-(8)	Silt
0-9½"	AC patched													
11"	No test - level course													Si -San
26½"	2"	37.9	16.0	10.7	24	0	19.6	26.3	32.19	1.8"	78	9.7	A-1-a	Gra
														Sandy
37"	½"	99.9	98.7	78.1	26	1	—	—	—	—	15	22.0	A-4-(8)	Silt
0-7 3/4"	AC	patched												Silty-San
25½"	2"	36.5	12.9	8.6	23	0	27.3	32.7	32.95	2.1"	81	8.3	A-1-a	Gravel
														Sandy
37"	2"	92.7	88.1	71.1	26	2	—	—	—	—	13	20.2	A-4-(7)	Silt

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	Hole No.	Depth-Inches	Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Val
NB MP 24.0	19	0-7½"	AC patched between MP 25 C.L. MP 24										
		9"	No test - level course, appears plastic										
		18"	2"	32.4	13.1	8.8	22	0	19.3	20.0	31.51	1.9"	80
		23½"	2"	36.8	16.1	10.8	26	0	21.1	---	36.16	4.4"	80
		36"	---	99.8	99.3	73.6	30	3	---	---	---	---	8
SB MP 24.0 - 10'	28	0-10"	AC patched Compared to:										
		11½"	1"	56.9	21.3	13.8	23	0	33.4	NSM	---	---	62
		23"	2"	38.3	15.0	9.9	22	0	19.0	28.1	30.92	3.2"	79
		38"	#4	100.0	55.8	38.9	30	0	---	---	---	---	10
NB MP 23.07	20	0-7½"	AC patched Compared to:										
		-9"	1"	56.9	21.3	13.8	23	0	33.4	NSM	---	---	62
		-27½"	2"	39.5	14.4	9.4	23	0	23.6	31.8	33.53	3.2"	81
		-44"	---	99.9	99.4	91.0	31	5	---	---	---	---	10
SB MP 23.0	27	0-7"	AC patched, outside wheel track rutted 1/8"										
		8"	1"	56.9	21.3	13.8	23	0	33.4	NSM	---	---	62
		25"	2"	38.4	24.2	15.6	25	0	19.1	NSM	---	---	74
		42"	#10	100.0	99.9	92.7	33	2	---	---	---	---	11

OODBURN INTERCHANGE
6)
unty

epth-nches	Top Size	P½"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
0-7½"	AC patched between MP 25 C.L. MP 24													
9"	No test - level course, appears plastic													
18"	2"	32.4	13.1	8.8	22	0	19.3	20.0	31.51	1.9"	80	9.3	A-1-a	Silty-Sand Gravel
23½"	2"	36.8	16.1	10.8	26	0	21.1	---	36.16	4.4"	80	10.2	A-1-a	Silty-Sand Gravel
36"	---	99.8	99.3	73.6	30	3	---	---	---	---	8	22.4	A-4-(8)	dy Si
0-10"	AC patched Compared to:													
11½"	1"	56.9	21.3	13.8	23	0	33.4	NSM	---	---	62	---	A-1-a	Silty-Sand Gravel
23"	2"	38.3	15.0	9.9	22	0	19.0	28.1	30.92	3.2"	79	9.3	A-1-a	Silty-Sand Gravel
38"	#4	100.0	55.8	38.9	30	0	---	---	---	---	10	28.5	A-4-(1)	Gravelly Sandy Si
0-7½"	AC patched Compared to:													
-9"	1"	56.9	21.3	13.8	23	0	33.4	NSM	---	---	62	---	A-1-a	Silty-Sand Gravel
-27½"	2"	39.5	14.4	9.4	23	0	23.6	31.8	33.53	3.2"	81	8.8	A-1-a	Sil Sand Gra l Sa.
-44"	---	99.9	99.4	91.0	31	5	---	---	---	---	10	24.4	A-4-(8)	Silt
0-7"	AC patched, outside wheel track rutted 1/8"													
8"	1"	56.9	21.3	13.8	23	0	33.4	NSM	---	---	62	7.4	A-1-a	Silty-Sand Gravel
25"	2"	38.4	24.2	15.6	25	0	19.1	NSM	---	---	74	not valid	A-1-a	Silty-Sand Gravel Sandy
42"	#10	100.0	99.9	92.7	33	2	---	---	---	---	11	25.4	A-4-(8)	Silt

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	Hole No.	Depth-Inches	Top Size	P½"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value
NB MP 22.0	21	0-7"	AC										
		9½"	1"	45.6	18.1	13.5	24	0	35.8	—	—	—	78
		22½"	2"	38.6	15.8	10.2	23	0	34.3	29.0	34.47	3.9"	83
		30"	#4	100.0	99.2	87.5	26	1	—	—	—	—	11
		42"	#4	100.0	97.8	92.7	28	6	—	—	—	—	6
SB MP 22.0	26	0-6½"	AC	patched									
		7½"	1"	55.5	18.8	12.1	24	0	30.0	NSM	—	—	67
		14"	2"	42.3	19.4	12.7	26	2	20.4	40.9	35.45	3.1"	75
		24"	—	44.5	26.5	17.2	25	0	23.2	27.2	33.47	2.5"	76
		30"	#4	100.0	46.2	42.0	28	4	—	—	—	—	8
		43"	#10	100.0	97.0	91.9	30	9	—	—	—	—	9
NB MP 21.0	22	0-7 3/4"	AC	patched									
		9"	1"	52.0	17.5	12.7	22	0	54.8	NSM	NSM	NSM	80
		17"	2"	47.9	19.6	12.2	26	0	19.4	30.9	33.77	3.8"	73
		22"	2"	41.3	18.1	11.7	26	0	—	—	34.69	3.5"	74
		35"	#10	100.0	96.7	85.2	27	2	—	—	—	—	12
SB MP 21.0	25	0-7"	AC	patched									
		-8½"	No sample - level course										
		-25½"	2"	40.8	17.6	11.4	25	0	24.4	29.0	34.83	3.6"	81
		-37"	—	99.8	98.5	90.7	31	6	—	—	—	—	9

URN INTERCHANGE

Top Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO Textural
AC												Silty-Sandy
1"	45.6	18.1	13.5	24	0	35.8	—	—	—	78	7.6	A-1-a Gravel
2"	38.6	15.8	10.2	23	0	34.3	29.0	34.47	3.9"	83	9.6	Silty-Sandy A-1-a Gravel
#4	100.0	99.2	87.5	26	1	—	—	—	—	11	22.6	Sandy A-4-(8) Silt
#4	100.0	97.8	92.7	28	6	—	—	—	—	6	22.1	Clayey A-4-(8) Silt
AC	patched											Silty-Sandy
1"	55.5	18.8	12.1	24	0	30.0	NSM	—	—	67	5.2	A-1-a Gravel
2"	42.3	19.4	12.7	26	2	20.4	40.9	35.45	3.1"	75	8.3	Silty-Sandy A-1-a Gravel
—	44.5	26.5	17.2	25	0	23.2	27.2	33.47	2.5"	76	8.3	Silty-Sandy A-1-b Gravel
#4	100.0	46.2	42.0	28	4	—	—	—	—	8	21.1	Sandy-Sil- A-4-(2)ty Gravel
#10	100.0	97.0	91.9	30	9	—	—	—	—	9	22.2	Clayey A-4-(8) Silt
3/4"	AC	patched										Silt Sandy
1"	52.0	17.5	12.7	22	0	54.8	NSM	NSM	NSM	80	—	A-1-a Gravel
2"	47.9	19.6	12.2	26	0	19.4	30.9	33.77	3.8"	73	9.5	Silty-Sandy A-1-a Gravel
2"	41.3	18.1	11.7	26	0	—	—	34.69	3.5"	74	—	Silty-Sandy A-1-a Gravel
#10	100.0	96.7	85.2	27	2	—	—	—	—	12	20.2	Sandy A-4-(8) Silt
AC	patched											
No sample - level course												Silty-SAndy
2"	40.8	17.6	11.4	25	0	24.4	29.0	34.83	3.6"	81	7.9	A-1-a Gravel
—	99.8	98.5	90.7	31	6	—	—	—	—	9	25.0	Clayey A-4-(8) Silt

HUBBARD INTERCHANGE - WOODBURN INTERCHANGE
Pacific Highway (FAR 46)
Clackamas and Marion County

Station	No.	Inches	Size	P¼"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value
SB MP 20.26	24	0-8"	AG	patched									
		9"	No sample - level course										
		25½"	2"	38.2	16.9	11.0	24	0	22.3	30.9	40.51	4.8"	80
		40"	#4	100.0	98.6	89.8	33	8	—	—	—	—	8
NB (19.9	23	0-7½"	AC										
		8½"	1"	52.0	17.5	12.7	22	0	54.8	NSM	NSM	NSM	80
		24"	2"	34.7	14.1	9.4	24	0	37.7	—	37.27	4.0"	81
		36"	—	99.8	99.0	83.3	27	0	—	—	—	—	11

WOODBURN INTERCHANGE
(46)
County

Inches	Size	P¾"	P40	P200	LL	PI	SE	LAR	OAD % P20	OAD Height	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	CLASSIFICATION Textural
0-8"	AC	patched												
9"	No sample - level course													
25½"	2"	38.2	16.9	11.0	24	0	22.3	30.9	40.51	4.8"	80	9.3	A-1-a	Silty-Sandy Gravel
40"	#4	100.0	98.6	89.8	33	8	—	—	—	—	8	27.5	A-4-(8)	Clayey Silt
0-7½"	AC													
8½"	1"	52.0	17.5	12.7	22	0	54.8	NSM	NSM	NSM	80	—	A-1-a	Silty-Sandy Gravel
24"	2"	34.7	14.1	9.4	24	0	37.7	—	37.27	4.0"	81	9.1	A-1-a	Silty-Sandy Gravel
36"	—	99.8	99.0	83.3	27	0	—	—	—	—	11	20.1	A-4-8	Sandy Silt

EMP-SU-268(5) NE 148th Ave.-NE 166th Ave. 1972
Sec., of Halsey St. (FAS 730), E.
#7694 of Ptld. (Grading & paving)

OIA 4408 1-14-72

7694

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-24-73

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FHP-SU-268(5)	Multnomah	Oregon - #7694

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade-Drain- High Type Pavement on four 11'-12' lanes.

COPY SENT

APR 24 1973

REGIONAL OFFICE

Info	FOR
Const	
C/D	REFER TO
DIR	APR 25 '73
Sign	
Act	
File	RECEIVED STATE HWY ENGR

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Porter W. Yett Company	$ 229,512.00

7. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.

4-25-73 by Contr Young

SIGNATURE *(SHD Official)* R D Cushing

TITLE Asst Office Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.
Project awarded 3-6-72, Time count began 3-17-72. Work began 6-12-72 and completed 9-19-72 after elapse of 187 CWD as compared to the 210 CWD specified. Final cost of contract items was $274,301.02 or approx. 4.5% below bid amount of $299,512.00.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 61-68 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	0.729	61-68	-	-

NOTED
U. S. [illegible]

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	October 4, 1972

12. IN COMPANY WITH
Al Harwood, Reg Constr Engr, OSHD; Pete Cummings, Res Engr, Multnomah County

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		16. SIGNATURE Glen L. Green	
14. TITLE Area Engineer	15. DATE 4-23-73	17. TITLE Division Engineer	18. DATE 4-24-73

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

RECEIVED
JAN 1972
FOR FILING

7694

January 8, 1973

General Insurance Co. of America
Portland Service Office
1300 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On January 3, 1973, we wrote to you concerning release of final payment on Contract No. 7694 awarded to Porter W. Yett Co., for work on N.E. 148th Avenue-N.E. 166th Avenue on N.E. Halsey Street (FAS 730) in Multnomah County.

Final payment on this contract is $13,902.83 and the total contract amount is $280,067.76 including $5,433.16 for work performed under force account.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

ec Porter W. Yett Co.
6500 N.E. Ainsworth St.
Portland, Oregon 97218
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Hommer
H. S. Coulter

RECEIVED
DEC 1972
FOR FILING

7674

December 29, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7694 Work Completed September 19, 1972

Project N.E. 148th Ave.-N.E. 166th Ave.

Highway N.E. Halsey St. (FAS 730) County Multnomah

Type of Work Grading and Paving

Contractor Porter W. Yett Company

Recommended Acceptance Date December 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:ed

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7694

Salem

September 25, 1972

C. T. Keasey, Construction Engineer
W. J. Hart, Bridge Engineer

L. H. Young
Programing Engineer

Request Contract Acceptance

Contract 7694, Work Completed September 19, 1972

Project N.E. 148th Ave.-N.E. 166th Ave.

Highway N.E. Halsey St. (FAS 730)

County Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer
Bridge Engineer

VG:dg

cc H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7694

5

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: N. E. Halsey Street	SECTION: N. E. 148th Avenue to N. E. 166th Avenue	WEEK ENDING: September 23, 1972
CONTRACTOR: Porter W. Yett Company	HIGHWAY: NE Halsey St. FAS 730	SECTION PREFIX: 526-1056
DATE OF CONTRACT: March 6, 1972	KIND OF WORK: Grading & Paving	COUNTY: Multnomah
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 2 SUPERVISION 1	CONTRACT NUMBER: 7694	FEDERAL AID PROJECT NUMBER: EMP-SU-268 (5)
PROJECT AUTHORIZATION: $ 318,006.04	DATE WORK STARTED: June 12, 1972	ESTIMATED COMPLETION DATE: October 17, 1972
EXCLUSIVE OF ENGINEERING: $ 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: / work 210	WORK DAYS USED / CALENDAR DAYS USED: / work 187
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 290,000.00 ~~318,006.04~~	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 89%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	ENGINEERING AUTHORIZATION: $ 0	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
	ENGINEERING COST TO DATE: $ 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91.2%
	PERCENT OF AUTHORIZATION: 0 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.84	0.84			0.84
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.84	0.84			0.84
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,000 cy	14,000 Ton			8,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	23,500 cy	12,170 Ton			7,200 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,500 cy	12,170 Ton			7,200 Ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy	1	0	
MONDAY 18	Cloudy	1	0	
TUESDAY 19	Showers	1	0	Completed
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey Rosting Boyd Walker Johnson Glenn Litchfield Berg

RECEIVED
SEP 22 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work.
MONDAY	Sidewalk rock, clean up.
TUESDAY	Clean up.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed, 9-19-72

SIGNED A B Cunningham LOCATION 2115 SE Morrison
Portland 97214

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 27 1972
FOR FILING

7694

March 27, 1972

Porter W. Yett Company
6500 N. E. Ainsworth Street
Portland, Oregon 97218

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7694 for work on the
N. E. 148th Avenue-N.E. 166th Avenue
Section of N. E. Halsey Street (FAS 730)
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Multnomah County Engineer

RECEIVED
MAR 16 1972
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 15, 1972

Mrs. Laverne Hamlin
Multnomah County Accounting Division
Courthouse
Room 203
Portland, Oregon 97204

Attn: Advance Deposit
N.E. 148th Ave.-N.E. 166th Ave. Sect.
N.E. Halsey Street, FAS 730
Multnomah County

Dear Mrs. Hamlin:

Multnomah County's warrant #66392 is enclosed. This warrant has been canceled and is being returned to your department.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Harold Hagedorn
for H. S. Cox
County and City Engineer

HR:ljt
Encl.

bc: Robert L. Nordlander, Multnomah County
R. L. Schroeder
V. E. Skoog
Floyd Query
L. W. Rulien

NOTED
FLOYD QUERY

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-36		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Multnomah
	3-16-72	PROJECT NO.
		SU-268(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. N.E. 148th Ave.-N.E. 166th Ave. (Halsey St.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-4-72	0.729
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 332,334.00	$ 211,198.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson
Date executed by Division Engineer MAR 10 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. SU-268(5)

N.E. 148TH AVE.-N.E. 166TH AVE. SECTION

FAS 730 IN MULTNOMAH COUNTY

Salem, Oregon, February 15, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 178+50 to Sta. 217+00)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	26,000 cu.yd.	1.25	32,500.00
Sand Fill	400 cu.yd.	3.00	1,200.00
Trench Excavation	155 cu.yd.	4.00	620.00
Finishing Roadbed and Slopes	All Required		3,500.00
Watering	55 M-gal.	4.00	220.00
Bituminous Base Mixture	14,000 ton	5.90	82,600.00
Asphalt in Bituminous Base Mixture	770 ton	33.00	25,410.00
Coarse Aggregate Base	880 ton	3.50	3,080.00
3/4" - 0 Aggregate Base	1,270 ton	4.80	6,096.00
Lime Treated Subgrade	43,200 sq.yd.	0.53	22,896.00
Lime for Treated Subgrade	480 ton	37.50	18,000.00
Class "B" Asphalt Concrete Mixture	8,400 ton	5.90	49,560.00
Asphalt Cement in Mixture	550 ton	33.00	18,150.00
Asphalt in Tack Coat	7 ton	150.00	1,050.00
8-inch Sewer Pipe	800 lin.ft.	4.00	3,200.00
Concrete Inlets, Type "GB-1"	30 only	170.00	5,100.00
Setting Monument Boxes	6 only	30.00	180.00
Temporary Expendable Sump	2 only	75.00	150.00
Concrete Walks	230 sq.yd.	5.00	1,150.00
Concrete Driveways	1,250 sq.yd.	6.50	8,125.00
Concrete Curbs	230 cu.yd.	44.50	10,235.00
Extra for Asphalt Approaches	20 only	40.00	800.00
Adjusting Manholes	26 only	50.00	1,300.00
			$299,122.00
Flagging (60% of Contractor's Cost)	All Required		$ 2,500.00
Temporary Erosion Control	All Required		500.00
			$ 3,000.00
	Subtotal		$302,122.00
	Engr. & Cont.		30,212.00
	Total		$332,334.00

Laboratory Fees Authorized are part of and Chargeable to Construction Engineering	All Required	$ 1,800.00

Length of Roadway - - - - - - - - - -	0.729 mile
Cost of Roadway Per Mile - - - - - -	$455,876.54
Federal Funds - - - - - - - - - - - -	$211,198.00
State Funds - - - - - - - - - - - - -	60,568.00
County Funds - - - - - - - - - - - -	60,568.00
Total Cost	$332,334.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7694

Prefix 526-1056

N.E. 148TH AVE.-N.E. 166TH AVE. SECTION

FAS 730 IN MULTNOMAH COUNTY

Nonparticipating - State Work

Setting Mailbox Posts	60 only	6.50	$	390.00

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1972
GEN'R. ☑ CONST. ☐ TE ☐ RE ☐ UE
☐ UPE ☐ BE ☐ RE ☐ PPE ☐

RECEIVED
FOR FILING

fas 730
Mult Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1972

Multnomah County Board of Commissioners
Courthouse
Portland, Oregon 97204

Attention: Mr. R. L. Nordlander, Director
Department of Public Works

RE: Advance Deposit
NE 148th Avenue-NE 166th Avenue Section
NE Halsey Street, FAS 730
Multnomah County

Gentlemen:

We have been informed that your Accounting Department on February 29 issued and mailed to the Oregon State Highway Commission Road Warrant #66392 in the amount of $64,000. This was the correct amount for the advance deposit for the subject project; however, to this date the warrant has not been received by the Highway Commission.

A NOTE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

HR:mm

cc: R. L. Schroeder
H. S. Cox

3-8-72 NOTE: Warrant #66392 was received by Acct. Section & deposited 3-3-72. Based on above letter content, an additional warrant # 66632 was issued and received by the Co-Ltg Section, carried to Acct. Section & deposited 3-7-72. Mult. Co. called this date & will cancel out warrant #66392, Northamp seen. Don Harnack

copies to Query, Skoog, Nordlander
Schroeder, Rolien, Hart, Young

RECEIVED
MAR 7 - 1972
FOR FILING

7694

bc E. D. Morgan
lt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Mult. County Engineer
William Geibel (SAIF)

March 6, 1972

Porter W. Yett Company
6500 N. W. Ainsworth Street
Portland, Oregon 97218

Gentlemen.

The State Highway Commission on February 8, 1972, accepted your proposal for work on the N. E. 148th Avenue-N. E. 166th Avenue Section of N. E. Halsey Street (PAS 730) in Multnomah County and referred it to the Administrator of Highways with authority to award the contract as soon as Multnomah County approves the project and deposits $63,000.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7694.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 17, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
MAR 7 - 1972
FOR FILING

files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1972

11-74

To: Mr. Floyd Query
Highway Commission Secretary

BUILDING

SUBJECT: Advance Deposit
NE 148th Avenue-NE 166th Avenue Section
NE Halsey Street, FAS 730
Multnomah County

We were concerned that the time limit for making the advance deposit for this project was going to lapse so we checked with the Multnomah County Department of Public Works. We were informed that their Accounting Department has issued and mailed to the Highway Commission for the advance deposit a Road Warrant #66392 in the amount of $64,000.

They have been informed that their warrant has not been received; so they are making out another and will hand carry it to the Highway Commission.

Attached is a suggested letter to the County stating that the Highway Commission has not received their original Warrant #66392.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:mm

cc: R. L. Schroeder

NOTED
FLOYD QUERY
3-6-72

SP 52475-734

RECEIVED
FEB 2 1972
FOR FILING

* 7694

January 14, 1972

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 4408

Attention: Harold Jensen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a finance construction agreement covering N. E. 148th Avenue-N. E. 166th Avenue Section of N. E. Halsey Street in Multnomah County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 1-12

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S DECEMBER

TITLE: PROGRAM & PLANNING

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1073 THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
1073	SU-268(5)	0.73	400,000	254,200	LOCATION N.E. 148TH AVENUE – N.E. 166TH AVENUE SECTION. GRADE PAVE LANE

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTR
PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY RO
IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DE
STANDARDS FOR T IS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, T
OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

1-7-72
DIRECTOR
STATE HIGHWAY ENGINEER

RECEIVED JAN 11 1972

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		1-4-72	R. E. SIMPSON, DIVISION E

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in an
tion on the part of the Federal Government to provide Federal funds for the undertaking.

ION NUMBER 1-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

EQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-4-72

BY (Signature): MR. YOUNG'S DECEMBER 21, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

FEDERAL FUNDS

☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 2

ITEM NOS. 1073 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.73	400,000	254,200	N.E. 148TH AVENUE – N.E. 166TH AVENUE SECTION.	GRADE-DRAIN-HIGH TYPE PAVEMENT ON 4 11'-12' LANES.

NOTED
R. L. SCHROEDER

O PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION
ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN.
FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN
ROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS
FIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

1-7-72

CORRECT TO

Young - Schroeder

FEDERAL AID HIGHWAY ENGINEER

RECOMMENDED E AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	1-4-72	R. E. SIMPSON, DIVISION ENGINEER

tion to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
ernment to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
DEC 22 1971
FOR FILING

#7694

December 21, 1971

Executive Department
Federal Aid Coordination Unit
Room 302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Name
1073	RMP-SU-268(5)	N.E. 148th Ave.-N.E. 166th Ave. Sec. (#71.0164)

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

cc: R. M. Chase
B. L. Gifford

JG:js

RECEIVED
DEC 22 1971
FOR FILING

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 21, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: N.E. 148th Ave.-N.E. 166th Ave. Sect.
N.E. Halsey Street, FAS 730
Multnomah County

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

12-22-71
to Co-City

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION - DESIGN APPROVAL

COUNTY: MULTNOMAH

SECTION: N.E. 148th Ave.-N.E. 166th Avenue Section

FAS NO.: 730

ROAD NAME: N.E. Halsey Street

PROJECT DESCRIPTION: Grade, drain, curb and pave a four-lane facility 0.84 miles long, width varying from 66 feet to 76 feet. Traffic signals to be installed at N.E. 148th Ave.& N.E. 162nd Avenue. 7-foot walkways to be constructed behind curbs.

ESTIMATED COST: $400,000

HIGHWAY COMMISSION APPROVAL: April 8, 1971

HEARING: Held May 25, 1971 by Multnomah County

STATE CLEARINGHOUSE REVIEW: May 18, 1971

SECTION 204 REVIEW: May 21, 1971 by CRAG

HEARING CERTIFICATION: September 30, 1971 by R. L. Porter

ENVIRONMENTAL STATEMENT: November 2, 1971 by FHWA

REMARKS:

APPROVED: December 20, 19 71

J. O. Klaboe

Assistant State Highway Engineer

RECEIVED
DEC 23 1971
FOR FILING

#1691

December 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Project, Item No. 1073, Project No. EMP-SU-268(5), "N.E. 148th Ave.-N.E. 166th Ave. Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our intention to receive bids for this project on January 27, 1972.

Enclosed is one copy each of State and District 2 (CRAG) Clearinghouses' letters of approval dated May 18, 1971 and May 26, 1971, respectively.

This project qualifies as an "EMP" project under IM 30-5-71, Section (a), "Projects to Stimulate Jobs in Areas of High Unemployment". Enclosed is a copy of page 5 and page 17 from November, 1971, "Area Trends in Employment and Unemployment", by U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Portland (Clackamas, Multnomah, and Washington Counties, Oregon: Clark County, Washington) labor area defined as one of substantial unemployment.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

Fin Area Cl
Nov. 1971

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

Areas of Substantial Unemployment (continued)

For procurement purposes these classifications are effective December 1, 1971

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE-SPRINGFIELD (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		JOHNSTOWN (CAMBRIA AND SOMERSET COUNTIES)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY AND PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN AND GLOUCESTER COUNTIES, N. J.)

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY)
X		Williamsport (Lycoming County)
		Puerto Rico
	X	Aguadilla (Aguada and Aguadilla Municipalities)
	X	Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
	X	CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
	X	Carolina (Carolina and Loiza Municipalities)
	X	Cayey (Aibonito and Cayey Municipalities)
	X	Corozal (Corozal Municipality)
	X	Dorado (Dorado Municipality)
	X	Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
	X	Guayama (Arroyo, Guayama, and Pitillas Municipalities)
	X	Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
	X	Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villaba Municipalities)
	X	Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
	X	Maunabo (Maunabo Municipality)
	X	MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
	X	Naguabo (Naguabo Municipality)
	X	PONCE (PONCE MUNICIPALITY)
	X	Quebradillas (Quebradillas Municipality)
	X	Salinas (Salinas Municipality)
	X	San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
X		SAN JUAN (BAYAMON, CAROLINA, CATANO, GUAYNABO, SAN JUAN, AND TRUJILLO ALTO MUNICIPALITIES)
	X	Toa Alta (Toa Alta Municipality)
	X	Toa Baja (Toa Baja Municipality)
	X	Trujillo Alto (Trujillo Alto Municipality)
	X	Vega Alta (Vega Alta Municipality)
	X	Vega Baja (Vega Baja Municipality)
	X	Vieques (Vieques Municipality)
	X	Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-21-71

FEDERAL-AID PRO

(PPM 21-1

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
2	1 (18) (20)	Co . Rd. NE 148th to NE 166th (Halsey St.) 21 65	**ADT**	9,500	16,500 (68) (70)	91 (71) (72)

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR
3	Gr., Dr., High-Type Pave. 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	EMP (72) (73)	(74) (75)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Secondary	Mu
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S / FEDERAL-AID 730

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		Co. Rd. NE 148th Ave. to NE 166th Ave. (NE Halsey St.)			
5					**ROW**		"NE 148th Ave. - NE 166th Ave. Sec."			
5					**CONST** (CODE) 6203			0.73	400,000	254,200
							PROJECT TOTALS	0.73	400,000	254,200

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33) R

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St.)	ADT	9,500	16,500	91	08	Oregon	35	022	1073
65			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	EMP-SU- 14 23	268 7	(5) 13	(24) (26)	27
			EMP						

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 730 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(56)	(59) (66)	(67) (76)			Gr.,Dr.,4 11'-12' lanes,H.T. pave., 12' median, curb shy distances varying from 3' to 10' parking areas and curbs with a 6' gravel footpath each side.
0.73	400,000	254,200	72,900	72,900 (Co.)	ROW - 80' min.; Access control - none; Parking Restrictions-partial.
0.73	400,000	254,200	72,900	72,900 (Co.)	
	(16) (23)	(24) (33)	REMARKS		

USCOMM DUSCOMM-DC 48905-P61

N.E. 148TH AVE.-N.E. 166TH AVE. SECTION

Existing Facilities: 2 - 11' AC travel lanes with 8' oil shoulders.

Adjacent Facilities: East End: 2 - 11' AC travel lanes with 8' oil shoulders.

West End (across NE 148th): curbed AC surfaced section providing 4 lanes with parking; each side of center line has 1 - 11' and 1 - 10' travel lane with a 10' parking lane.

Project Data: Grade, drain and high-type pave a curbed section providing 11' to 12' traffic lanes, 12' median, and curb shy distances varying from 3' to 10' parking areas. Construct 6-foot gravel footpath behind the curbs on each side.

NOTE: This project qualifies as an "EMP" project under Section (a), "Projects to Stimualte Jobs in Areas of High Unemployment", of IM 30-5-71.

Exceptions to Minimum Design Standards: None.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Right-of-Way: 80' min.

Relocation Assistance Payments: None involved.

Public Hearing: Held on June 1, 1971 and certified to this effect on September 30, 1971.

Environmental Statement: "Negative Declaration: concurred in by FHWA on November 2, 1971.

Location/Design Approval: Granted December 20, 1971 under the provision of the Secondary road plan.

Clearinghouse Appr
by letters dated M

Route Data: This
of Portland and se
dential areas.

Control of Utiliti
authority to contr
project. A State-
paragraph 6d(1) of

N.E. 148TH AVE.-N.E. 166TH AVE. SECTION

h 8' oil shoulders.

l lanes with 8' oil

curbed AC surfaced
g 4 lanes with parking;
ter line has 1 - 11'
el lane with a 10'

curbed section pro-
curb shy distances
6-foot gravel foot-

under Section (a),
ployment", of

pments, Historical

fied to this effect on

concurred in by FHWA

1971 under the provision

Clearinghouse Approval: Received State and District 2 (CRAG) approval by letters dated May 18, 1971 and May 26, 1971, respectively.

Route Data: This route is one of the main arterials leading east out of Portland and serves light industry, commercial, farming and residential areas.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

#1404

REVISED

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: N. E. 148th Ave. - N. E. 168th Ave.
Highway: F. A. S. 730 (N. E. Halsey St.)
County: Multnomah
Prefix:

Key Dwgs: _____
Approx. Length: _____
Sta. _____ to Sta. _____
Date: 11-26-71

Mean Truck A.D.T. 446
Traffic Coefficient 8.2
18 kip s. a. per day 62.4
(1)

Annual Precipitation 44"+
Frost Penetration - - - -
CBR Total Requirement 26.0"

Typical Soil

22	LL
0	PI
98	%P 10
73	%P 200
2	% Gravel
2	% C Sand
23	% F Sand
58	% Silt
15	% Clay
10	R Value
A-4	AASHO Classif.

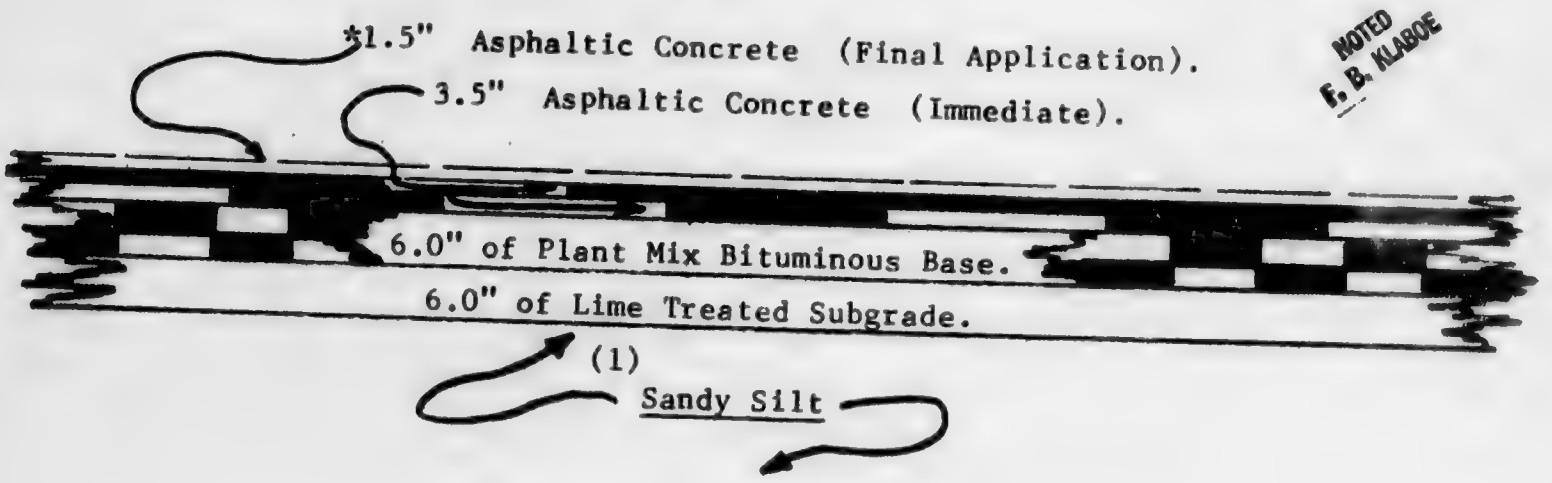
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
11.0	6.0	P.M.B.B.
5.0	6.0	L.T.S.
26.0	17.0	

STRUCTURAL SECTION

"NEW WORK"



NOTED
F. B. KLABOE

*To be placed in about five years.

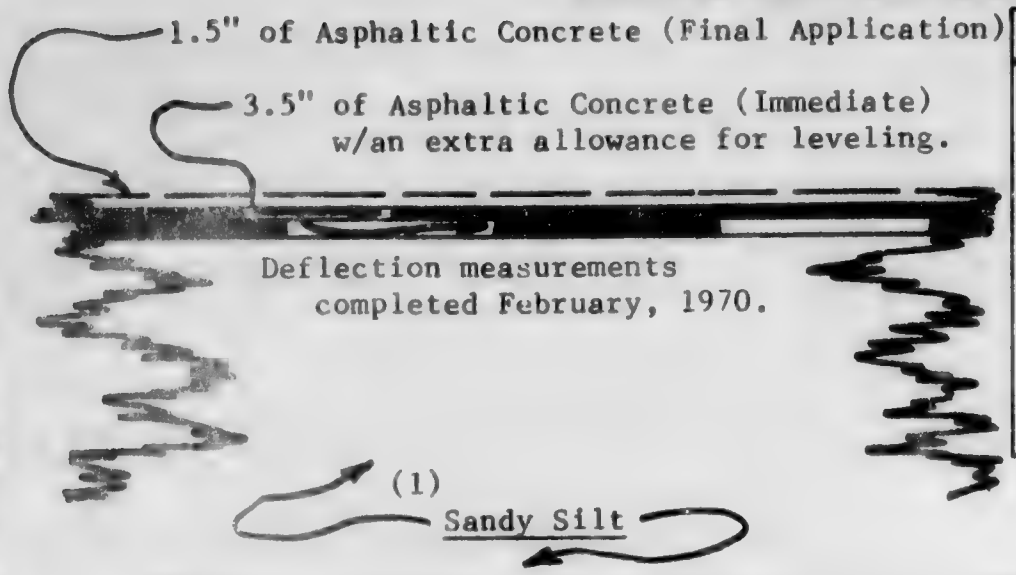
Over

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

Submitted by _____ Base Design Engineer
Recommended by _____ Engineer of Materials and Research
Recommended by _____ Location Engineer
Approved by _____ Asst. State Highway Engineer

STRUCTURAL SECTION

Existing Roadway (Where Utilized)



Credit	Actual Thick.	Component
	1.5	A.C. (F.A.)
	3.5	A.C. (I.)
*		

*Overlay thickness based on deflection measurements.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: N. E. 148th Ave. - N. E. 168th Ave.

HIGHWAY: F.A.S. 730 (N. E. Halsey St.)

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*Aggregate Base*	**1.0"-0 *Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	6.5"	---	---	6.0"	24.0"	16.0"
6.0 - 7.0	3.0"	5.5"	---	---	6.0"	21.0"	14.5"
4.8 - 6.0	2.0"	---	---	8.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	---	---	9.0"	---	13.0"	11.0"

**Same size as the material used in the Plant Mix Bituminous Base.

The Project Base Design has been revised in order to plan for stage construction.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: N. E. 148th Ave. - N. E. 168th Ave.

HIGHWAY: F.A.S. 730

COUNTY: Multnomah

6700 Present ADT (19 71)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	264	1.65	436	350	450	157,500
3	60	1.65	99	80	1000	80,000
4	5	1.65	8	7	1250	8,750
5	5	1.65	8	7	3180	22,260
6	1	1.65	2	2	2570	5,140
				446	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 273,650

TWENTY YEAR EWL 5,473,000

TRAFFIC COEFFICIENT 8.2

SECTION: N. E. 148th Ave. - N. E. 168th Ave.

HIGHWAY: F.A.S. 730 (N. E. Halsey St.)

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a problem.
10. Stimulation of Competition: Not applicable.
11. Construction Consideration: Not a problem.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Multnomah County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made. This is a relatively short section, less than one mile in length, and traffic does not warrant the use of C.R.P.C.C.

A full depth Asphalt Treated section has been selected because of the possibility of utilities under the roadway, and the ease of maintaining traffic with this type construction.

31-3410 La Grande Office Building 1972
on the Wallowa Lake Highway

#7695

7695

November 28, 1973

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7695 awarded to Sam L. Godwin dba Sam L. Godwin & Associates for the La Grande Office Building on the Wallowa Lake Highway in Union County was completed on August 3, 1973, and accepted by the Transportation Commission on November 22, 1973.

Final payment in the amount of $9,595.95 will be released to the contractor after December 3, 1973. The total contract amount is $191,918.50 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

hs

cc Sam L. Godwin
dba Sam L. Godwin & Associates
P. O. Box 225
Hermiston, Oregon 97838

bc C. T. Kassey
Walt Hart
V. E. Shoog
Attn: Dick Hacak
W. E. Schwartz

7695

November 23, 1973

TO Oregon Transportation Commission

FROM
F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7695, Work Completed August 3, 1973

Project La Grande Office Building

Highway Wallowa Lake, County Union

Type of Work Office Building

Contractor Sam L. Goodwin & Associates

Recommended Acceptance Date November 22, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 19, 1973 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

VG:js

7695

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: La Grande Office Building	SECTION: La Grande Office Building
CONTRACTOR: Sam L. Godwin & Associates	HIGHWAY: Wallowa Lake
DATE OF CONTRACT: February 8, 1972	COUNTY: Union
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	KIND OF WORK: Office Building
PROJECT AUTHORIZATION: $206,002.50	CONTRACT NUMBER: 7695
EXCLUSIVE OF ENGINEERING: $189,667.50	FEDERAL AID PROJECT NUMBER: State
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $190,106.00	DATE WORK STARTED: March 13, 1972
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	ESTIMATED COMPLETION DATE:
ENGINEERING AUTHORIZATION: $16,335.00	SPECIFIED WORK DAYS / WORK DAYS USED
ENGINEERING COST TO DATE: $16,370.24	SPECIFIED CALENDAR DAYS / CALENDAR DAYS USED
This week: 0.00	SPECIFIED COMPLETION DATE / PERCENT OF TIME ELAPSED
PERCENT OF AUTHORIZATION: 100.2 %	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0
	WEEK ENDING: August 17, 1973
	SECTION PREFIX: 31-3410
	DATE PROJECT WAS COMPLETED: August 3, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Clear & warm			
MONDAY	13	Clear & warm			
TUESDAY	14	Clear & warm			
WEDNESDAY	15	Clear & warm			
THURSDAY	16	Ptly cldy			
FRIDAY	17	Ptly cldy			
SATURDAY	11	Ptly cldy			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No activity
MONDAY 13	No activity
TUESDAY 14	No activity
WEDNESDAY 15	No activity
THURSDAY 16	No activity
FRIDAY 17	No activity
SATURDAY 11	No activity

REMARKS

All work completed. Semi-final will be submitted Wednesday, August 22, 1973.

SIGNED _____ LOCATION La Grande
H. N. Van Cleave, Res. Br. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

NOTED
H. S. COULTER

FORM E-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 16, 1973

7695

To:

Mr. H. S. Coulter
Assistant State Highway Engineer

S A L E M

SUBJECT: La Grande Office Building
Wallowa Lake Highway
Union County
Contract 7695

As per our discussion, we have submitted to Roy Olson a set of plans detailing the work remaining to be done at the new La Grande office building. The remaining work is estimated to cost approximately $80,000; however, upon receipt of our plans, Roy Olson can furnish you with a more detailed estimate.

We request your assistance in obtaining the Program and Scheduling sections assistance in getting this work on the current contract schedule. If there are any questions on details of what the work involves, we have gone over this in the field with Roy Olson and he can appraise you of the remaining work to be done.

Your approval getting this work contracted in the near future is requested.

Dale D. Allen
Region 5 Maintenance Engineer

DDA/bv
cc: D. H. Moehring
Roy Olson

RECEIVED
FEB 20 1973
Office of
Assistant State Highway Engineer

2-26-73
Roy Olson

RECEIVED
FEB 29 1972
FOR FILING

01-3410

7625

February 28, 1972

Sam L. Godwin dba
Sam L. Godwin & Associates
P. O. Box 225
Hermiston, Oregon 97838

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7695 for the
La Grande Office Building
of the Wallowa Lake Highway
in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
H. N. Van Cleave

RECEIVED
FEB 14 1972
FOR FILING

COST ANALYSIS
PROJECTS BID FEBRUARY 3, 1972

JOB. No.	Project	Percent of Engr. Est.	Remarks
3	Sawyer Rapids & Elkton Slide	Over 23%	This project was bid by Eldridge November 11, 1971 at $272,257.50, at 25% over the estimate. On todays bid for clearing and grubbing was $9,500 over the estimate and it must include some mobilization costs. Temporary Protection and Direction of Traffic was bid $7,600 over the estimate. Item 7, cement treated base, bid at $11.00/ton and was $4.55/ton over the estimate. This is a $20,020 amount for 4,400 tons. Nearly all other items were in line with the estimate. After the last bid we wanted to raise some prices, but according to the specification sec. the total amount of the job had been set. The six bidders on the project this time was enough for good competition. There were only three the last time. Putting the job up for bid again will not give you a better price. Consideration could be given to modifying the base design after the job was under construction negotiating a possible saving then.
4	Lavadoure Creek Rock Production	Under 55%	The materials source is gravels that will require scalping to produce the rock. The estimate was $6.50/C.Y. on the 1/2"-0 rock. The bid was $2.95. Other bids were $5.45 and $5.90. The contractor would hardly break even at his price.
9	La Grande Office Building	Over 28%	There were six bidders. The bid range was narrow, $181,500 low to $195,675 high. Walt Hart feels we would do no better on this design by rebidding the job.

NOTED
F. B. KLABOE

2-3-72
ELJ:fr
cc: A. E. Johnson
F. B. Klaboe
L. H. Young
F. D. Morgan
John A. Bond
Cost Analysis Unit

RECEIVED
1-
FOR FILING

31-2-170
7695

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1972

SUBJECT: LaGrande Office Building
Wallowa Lake Highway
Union County
Bridge 13557

To:

Mr. R. N. Bothman
Maintenance Engineer

B U I L D I N G

The following items have been presented to the Bridge Section by Region 5 for either revision or addition to the LaGrande Office Building:

1. The entrance to the interrogation room be moved from the main lobby to the squad room.

2. Revise interrogation room door from a hollow core to a soundproof door.

3. Place a light fixture above interrogation room door with switch inside. To be used to indicate room is occupied and no one should enter.

4. Place a buzzer outside of interrogation room.

5. Soundproof walls of interrogation room.

6. Provide lock sets for doors 33 and 34 as located on drawing 27803.

7. Revise finish schedule of lobby from painting to paneling. It was thought by the Region that since paneling is produced locally it could be done at a reasonable cost. It should be noted, however, that it would have to be paneling with a special fire rating to meet fire codes for this type of building. It is doubted if the type of paneling required could compete with the present finishing system.

8. Revise compressor and condenser from a roof-mounted system to a ground-mounted system to be placed along the back wall. This would require a redesign and architectural screening.

NOTED
E. S. HUNTER

The above items were discussed briefly by telephone with you and Mr. Christensen on January 7, 1972. At that time it was understood that the Salem office of the State Police had approved our present plan and that no changes would be made to their facilities.

As bids on this project will be opened February 3, 1972, and any revisions should go out shortly after the project is contracted, we are submitting these items to you for your final consideration.

L. L. Wallace
Bridge Design Engineer

DOC:dh

cc E. S. Hunter
C. O. Fredrickson

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

31-3110
L 95

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1972

SUBJECT: LaGrande Office Building
Wallowa Lake Highway
Union County
Bridge No. 13557

To:

Mr. W. E. Schwartz
Regional Engineer

L A G R A N D E

Attached is one set of plans and specifications for the above project which should be furnished to Mr. Kelley Moore of the California Pacific Co. His address is Box 790, LaGrande, Oregon. This information is required for his planning in conjunction with providing electric power for this project.

The following information is also provided at the request of Mr. Moore in regard to highway illumination:

1. Illumination poles utilized are as shown in drawing 24596, as attached.

2. Luminaires normally used are 700 watt clear mercury vapor.

3. Illumination should be designed to 0.8 footcandles maintained at a 3:1 uniformity (average to minimum value). If there is any unusual high environmental brightness near the highway, a higher value of 1.0 footcandles or greater should be used.

4. Illumination poles should be located 30 feet from paved shoulder where possible or 4 feet behind guard-rail, if guardrail is present.

RECEIVED
JAN 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

R. W. Ellison
Bridge Administration Engineer

DOC:dh
Attachment
cc A. E. Johnson
T. W. Litchfield

NOTED
A. E. JOH...

RECEIVED

FORM E-30 (REV. 10-62)

31-3410
7695

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1972

Noted — GEORGE H. BALDWIN

SUBJECT: Personnel
Coquille and N. Bend

To:
Tom Edwards
State Highway Engineer

B u i l d i n g

Following are personnel figures requested by Mr. Baldwin this date. They represent State personnel assigned at Coquille and at North Bend at the present time.

COQUILLE

Section crew	11
Bridge crew	7
Extra gang crew	7
Sign crew	2
Electrical crew	2
Weighmaster crew	4
District Engineer staff	3
Resident Engineer crew	3
TOTAL HIGHWAY	39
TOTAL STATE POLICE	22
TOTAL DMV-PUC	1

One man will not move, leaving 2.

NORTH BEND

Section crew	9
Drawbridge crew	4
Parks District office	3
Weighmaster crew	1
TOTAL HIGHWAY	17
TOTAL DMV-PUC	7

Of the 39 Highway personnel at Coquille, three would be transferred to Coos Bay. One of these has informed me that he would not relocate his home. I would assume that the State Police would transfer its officers to Coos Bay. The DMV would transfer its North Bend office to the Coos Bay facility.

In the 1971-73 biennial budget, we have approved site acquisitions for Coos Bay, Pendleton and LaGrande. At this point

BP 52475-724

we have purchased the LaGrande site and have optioned the Coos Bay and Pendleton sites.

Also approved in the biennial budget for 1971-73 are office building facilities at Coos Bay, Pendleton and LaGrande. At the present time the LaGrande building is scheduled to go to contract on February 3, the Pendleton building on April 27, and the Coos Bay building on July 27, 1972.

All three office building facilities will provide for consolidation of Highway Division offices, Motor Vehicle Division offices, and State Police offices in a single building serving the public for transportation needs.

Robert N. Bothman
Maintenance Engineer

RNB:mp

RECEIVED
JAN 17 1972
FOR FILE

31-3410
7695

January 14, 1972
Salem, Oregon

Mr. R. W. Bothman
Maintenance Engineer

D I V I S I O N

Due to budget problems the maintenance station improvement and construction program will be altered.

The proposed Mitchell and Clatskanie maintenance stations will be delayed until the next biennium. The budgeted funds for these two will be used for completion of the office buildings at La Grande, Pendleton and Coos Bay.

In order that their construction be completed this biennium, all three should be under contract by June, 1972.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: A. E. Johnson
Walt Hart
L. H. Young
Tom Edwards
F. B. Klaboe

RECEIVED
JAN 17 1972
FORM E-30
FOR FILING

31-3410
7675

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1972

To:
Mr. W. E. Schwartz
Regional Engineer

L A G R A N D E

SUBJECT: La Grande Office Building
Wallowa Lake Highway
Union County
Bridge No. 13577

NOTED
A. E. JOHNSON

Enclosed are five sets of reduced plans and specifications for the above project.

Please obtain the necessary permits from the local building officials and County Sanitarian for the contractor's work. Agreements will also have to be made with the City of La Grande for connection to their water system and sewage system.

If additional permits are required, please obtain. Plans and specifications have already been sent to the Fire Marshall and the Department of Commerce.

The estimated cost of this building is $141,000.

This project is currently advertised and bids will be opened on February 3, 1972.

R. W. Ellison
Bridge Administration Engineer

DOC:dh
Enclosures

cc A. E. Johnson
A. A. Rear
C. G. Swenson

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1971
FOR FILING

31-2710
7022

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 17, 1971
Salem, Oregon

SUBJECT:

To:

Mr. Roy Olson
Landscape Engineer
E. Highway Bldg.

LaGrande Office Building
Wallowa Lake Highway
Union County
Bridge No. 13557

Attached are two prints of the site plan - plot plan for the above subject project for your use in designing and detailing the landscaping and irrigation facilities.

The area to be landscaped and irrigated is shown shaded in green.

These plans are being forwarded to you along with a copy of Mr. E. S. Hunter's letter to Mr. Merchant of September 9, 1971 directing that this work be done.

This project is to be advertised for the December 16, 1971, bid opening.

L. L. Wallace
Bridge Design Engineer

DOC/ag
Attachments

cc: E. S. Hunter
F. L. Hall
R. N. Bothman

NOTED
E. S. HUNTER

RECEIVED
SEP 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1971
FOR FILING

31-3410
7895

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 17, 1971
Salem, Oregon

To:
Frank L. Hall
Design Engineer
B U I L D I N G

SUBJECT:
LaGrande Office Bldg.
Wallowa Lake Highway
Union County
Br. No. 13557

Attached are two prints of a site plan - plot plan for the above subject project for your use in designing the roads, parking lots, grading and surfacing.

According to an attached xerox copy of a letter from Mr. E. S. Hunter to Mr. Merchant of September 9, 1971, this work will be done by State forces.

L. L. Wallace
Bridge Design Engineer

DOC/ag
Attachments
cc: E. S. Hunter
R. N. Bothman

NOTED
E. S. HUNTER

RECEIVED
SEP 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1971
FOR FILING
31-3410
7695

Salem, Oregon
September 9, 1971

I. D. Merchant
Bridge Engineer

BUILDING

Len Wallace now has instructions on the type of construction to be used for the La Grande office building. He also has approval of a floor plan on which to proceed with the design. The building contract should be let as soon as plans can be drawn.

The preliminary estimate for the additional features around the building is as follows:

1.	Roads and parking lots, grading and surfacing	$100,000
2.	Illumination	20,000
3.	Landscaping and Irrigation System	50,000

Items 1 and 2 will be handled by State Forces, negotiating the purchase of asphaltic concrete in-place. Necessary curb and drainage facilities will be installed by State Forces.

Illumination will be installed by State Forces.

Landscaping and irrigation facilities will be installed under contract. Mr. Bothman is to arrange for the design of these facilities by the Landscape Unit.

Page 106 of Progam 2 lists four other major buildings for construction---Mitchell Maintenance Station, Clatskanie Maintenance Station, Coos Bay Office Building, and Pendleton Office Building. We have commitments for construction of the office buildings at Coos Bay and Pendleton, and design work will proceed as quickly as the site plans can be developed. The Maintenance Section is currently checking out sites at both locations.

E. S. Hunter
Assistant State Highway Engineer

ESH:ms
cc Tom Edwards
A. E. Johnson
R. N. Bothman - Please have alternate sites selected in order that we may field inspect them the last week of this month.

RECEIVED
AUG 20 1971
FOR FILING

31-2410
7695

Regional Travel Authorization*

OREGON STATE HIGHWAY DIVISION

Name of Employee: Merle Griffin	Section: Right of Way [LaGrande]
Account Number: 31-2409	Date of Request: 8-18-71

Purpose of Trip:

To obtain permit of entry on file 46408 - Matsen to assure access for September 30 letting of La Grande Office Building. Owner lives in Sunnyside, Washington, and lessee lives in Grandview, Washington.

Approved by: /s/ John R. Oakes
Section Head

ORIGINAL
TOM EDWARDS
Department Head

* Regional travel includes any point in the State of Washington and 150 miles from the Oregon border into Idaho, Nevada and California.

Instructions:
Prepare in triplicate prior to Regional Travel. Route original and duplicate through regular channels for approval. Duplicate will be retained by Department Head. Original will be forwarded to Accounting Department.

Form-A-358 7/70

RECEIVED
AUG 11 1971
FORM E.30
FOR FILING

31-3410
1695

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1971

To:

SUBJECT:

E. Salem Hwy. Bldg. general layout for LaGrande office building

MEMO TO FILE

Tom Edwards tentatively approved the general layout of the E. Salem Highway Building for the LaGrande office building, and gave instructions to this effect to Len Wallace, this date.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: E. S. Hunter

RECEIVED
AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FILED
E. S. HUNTER

RECEIVED
AUG 16 1971
FOR FILING

31-3410
7695

Salem, Oregon
August 11, 1971

La Grande Office Building

I. D. Merchant
Bridge Engineer

BUILDING

On this date, the following information concerning the proposed La Grande office building was handed to Len Wallace:

(1) The May 24 letter from the Motor Vehicle Division to R. N. Bothman outlining their space requirements.

(2) Bothman's memo to file dated May 13, 1971, and plan outlining in black the space requirements for the State Police.

(3) Field information transmitted August 4, 1971 by C.O. Frederickson concerning soils and geology exploration.

(4) Two sheets of the proposed floor plan suggested by the Region Office.

Please draw up a preliminary floor plan and elevation ddesignd for the building which would accommodate the requested space requirements of the State Police and MVD and 900 square feet for the District Engineer's office.

By copy of this letter, I am instructing the Maintenance Engineer to provide you with a vicinity map immediately in order that you may lay out a plot plan including public, truck, and employee parking and the location of the building.

Please bear in mind that large trucks, house trailers, and modular houses will need to have parking in frontof the building while obtaining transportation permits.

When you have the initial layouts, elevations, and floor plans developed, I would like to see and approve them before you proceed.

E. S. Hunter
Assistant State Highway Engineer

ESH:ms
cc Tom Edwards
A. E. Johnson
R. N. Bothman-w/aerial photo

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1971

SUBJECT: LaGrande office building

To:

E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

Herewith, for your consideration, plot plans for layout of the LaGrande office complex and proposals for the first stage of construction.

The general planning has been to purchase the site, which we have done. This will facilitate the district office, regional office, equipment shop and maintenance station. At this stage we have programmed or budgeted this biennium only for the district building.

I have attached three site plans, one prepared by Mr. Coulter after earlier discussions, and two which I have sketched with my thoughts as to more advantageous plans.

My recommendation is the LaGrande site plan #1 for the reasons that the office complex would be exposed to the highway, the public parking is directly accessible to the highway, and the equipment shop and maintenance station accessible to the rear of this facility.

I have attached two plans one proposed by Scott Coulter which is an adaptation of the E. Salem Highway Building, and one which I have prepared from earlier drawings bubmitted by the Oregon State Police and the Motor Vehicles Division, utilizing the Astoria type facility.

Either of the above building plans would anticipate expansion at a later date to include the regional office. Scott Coulter's proposal is to go with a basement due to the cost factor with the initial construction which then could be completed in stage 2 to provide for additional space for the regional and related offices. This plan, indicated as plan #1, recommends use of the layout of the E. Salem building due to the module concept and the ability to modify to fit the changing needs. The plan proposes to develop only the exterior walls of the basement; the plan would fit the requirements which I have received from Mr. Tucker representing the State Police and Mr. Clem representing the Motor Vehicles Division.

The second plan following the Astoria building would also basically meet the requirements of the above two gentlemen as well as our district office.

E. S. HUNTER

BP*52475-734

If we were to go to plan #2, I believe that we should proceed with construction of the basement shell as a facility to provide for storage and future expansions at a nominal cost. This building is not as desirable as far as the request from the State Police and Motor Vehicles Division due to the elongated shape of the building and the stretched out facilities for those two agencies.

Both agencies prefer to be self-contained, that being not required to use the outside corridors to direct people from their initial lobby or reception area to the officers in charge of the interrogation room. The Motor Vehicles Division would sooner have direct access to their examination rooms and office space from their lobby where they make the initial contact with the public.

The Motor Vehicles Division request was specifically for a nearly square type area as opposed to the elongated area provided by the Astoria building. Basically the Astoria building is a 42x130 ft. base building with a slight extension on one end for design characteristics, while the E. Salem building would provide a 84x60 ft. building with a slight extension on one end to provide for aesthetics.

The estimate of cost for either structure is basically comparable as is the square footage. Actually, the Astoria building is slightly larger. The estimate for either building as outlined, figuring $25 to $30 per sq. ft. would be $160,000. We have budgeted $150,000 and would have to adjust from other proposed buildings to facilitate this cost should the $30 figure bear out.

Considering the two plans, I would favor plan #1 utilizing the E. Salem type facility and the 12 ft. module concept.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachments

RECEIVED
JUL 8 - 1971
FOR FILING

31-3410
7625

Salem, Oregon
July 7, 1971

La Grande Office Building

R. N. Bothman
Maintenance Engineer

BUILDING

I would like to contract construction of the La Grande office building September 30, 1971. The building is to be of a design similar to the Astoria office building and shall house the District Engineer, State Police, Motor Vehicle Division, and Public Utility Commissioner office.

It will be necessary for you to once again contact the other three agencies to confirm their space requirements and this should be done as soon as possible. Have your Regional Engineer proceed with making the necessary vicinity map.

By carbon copy of this letter, I am alerting Mr. Young to place the project on the letting schedule and Mr. Merchant to begin modification of the Astoria design to incorporate the space requirements for the La Grande location.

E. S. Hunter
Assistant State Highway Engineer

ESH:ms
cc R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
I. D. Merchant
H. S. Coulter

FORM E-30

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1971

31-3410
7695

To:

SUBJECT: LaGrande Building Site

Frank Hall
Design Engineer

B u i l d i n g

I am attaching information for the descriptions on the above building site.

The Regional Office has prepared a description and adequate supporting data to describe this 20.22 acres site.

I would appreciate that this description and a sketch map be prepared in order that the Right of Way Section will have adequate data to proceed with their negotiations.

I would like this material within three days, if at all possible.

Robert N. Bothman
Maintenance Engineer

By Jay B. Boyd
Jay B. Boyd
Maintenance Services Engineer

JBB:mp

Attachments

cc: E. S. Hunter
H. S. Coulter

NOTED

RECEIVED

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1971

Mr. Holly V. Holcomb
Superintendent
Oregon State Police
107 Public Service Building
Salem, Oregon 97310

Same letter to:
Mr. Chester W. Ott, Admn.
Motor Vehicles Division
1905 Lana Avenue
Salem, Oregon 97310

Dear Mr. Holcomb:

Programmed in the 1971-73 Highway Budget are district office facilities at Coos Bay, Pendleton and LaGrande. These facilities would anticipate housing the Highway District Office, the State Police Office and the Motor Vehicles Division office.

The locations are now being sought and have tentatively been approved as follows:

(1) In Coos Bay (this would replace the Coquille Highway office) in the vicinity of Coalbank Slough on the Oregon Coast Highway.

(2) In Pendleton on the present site expanding the existing building, the maintenance station will be relocated as a necessity to the relocation of the Oregon-Washington Highway, which alignment goes across that portion of that site. We would utilize the maintenance station site for the office expansion and for parking facilities. This would have direct access then to the Oregon-Washington Highway which when relocated would have direct access to the Interstate Freeway at the present interchange located directly south of the highway office.

(3) The LaGrande office facility would be located on the Wallowa Lake Highway in the vicinity of Holmes Road. This is located at the northerly city limits of LaGrande, and of course would have direct access to the Interstate System approximately 1/2 mile away. This will extend to the Wallowa Lake Highway which it would front.

Attached, for your consideration, are the plans for the Astoria office building which proved to be the most popular with personnel utilizing existing highway district offices.

I would appreciate your comments on the locations which we have tentatively selected, and also on the proposed office building at Astoria.

Please indicate on the attached plans in red the requirements from your agencies, and for the layout which would be most adaptable to your present operations. The size of the facility will approximate the size of the Astoria office building.

Very truly yours,

R. L. Porter
State Highway Engineer

By

ORIGINAL SIGNED BY R. N. BOTHMAN
Robert N. Bothman
Maintenance Engineer

Attachment

bc: A. E. Johnson

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EPS-SU-466(10) Greenburg Rd. Interch. Sec. 172
at inter. of Greenburg Rd. & B-av.-[redacted]
#7697 Tigard Hwy. (Grad., pav., struc., sign

C & A 2866 2-25-72

A & R 530

9-29-75

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FPS-SU-466(10)	Washington	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work under this contract involved grading, lime-treated subgrade, aggregate base, plant-mix bituminous base, asphalt concrete pavement, highway signs and sign supports. The project also involved construction of a bridge 211 feet long with a roadway width of 64 feet. The work was performed at the north city limits of Tigard (Greenburg Road Interchange) on the Beaverton-Tigard Highway.

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Ross Bros. Construction, Inc.	$ 1,105,637.90

COPY SENT

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

OCT 02 1975

Washington

SIGNATURE *(SHD Official)* E Hossner

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
OCT 3 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER
10-3-75

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 84 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6204	0.670	84	X 781	0.040

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W.N. Bryant Area Engr.	6-11-74

12. IN COMPANY WITH
Don Adams, Reg. Constr. Engr, OSHD and Jim Corbell, Res. Engr., OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Wallace N Bryant		16. SIGNATURE G K Hossner	
14. TITLE Area Engr	15. DATE 9-29-75	17. TITLE Dist Engr	18. DATE 9/30/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7696 6/24/75 R

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-142		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Washington
MODIFICATION NUMBER		PROJECT NUMBER SU-466(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 17, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,246,011	$ 1,302,647
Federal Funds	$ 791,839	$ 836,121
Other revisions		

This modification is made for the following reasons:

To increase construction engineering to 15%

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17 day of June, 19 75.

Oregon State Highway Division
(Official name of Highway Department)

By E J Schmitz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon June 10, 1975

Federal Aid
Project No. SU-466(10)

Greenburg Road Interchange Section
Beaverton-Tigard Hwy. in Washington County

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 337+75 to Sta. 372+75)

Subtotal on Previous Estimate of February 11, 1972.	$793,693.90
15% Engineering	119,053.10
TOTAL	$912,747.00

Type Code X781
Structure (Sta. 355+96.91) (Length 211 feet)

	$339,044.00
15% Engineering	50,856.00
TOTAL	$389,900.00

Length of Roadway . . . . . 0.670 mile
Cost of Roadway Per Mile $1,362,308.95

SUMMARY OF FUNDS

Description	Total Cost	Pro Rata	Federal Funds	State Funds
Roadway	$ 873,063.00	63.55%	$554,831.00	$318,232.00
Roadway	39,684.00	78.19%	31,028.00	8,656.00
Structure	372,948.00	63.55%	237,008.00	135,940.00
Structure	16,952.00	78.19%	13,254.00	3,698.00
TOTAL	$1,302,647.00		$836,121.00	$466,526.00

Group 1: 94% Group 8: 6%
Contract No. 7696
Prefix: 134-1057

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-65		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
7696 4	2-17-72	Washington
		PROJECT NO.
		FAS-SU-466(10)Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217 0.10 mi. N.W. of City of Tigard
Greenburg Road Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-13-71	0.67
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,246,011.00	$ 791,839.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Hurlbut

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By A. H. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer FEB 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

February 11, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Greenburg Road Interchange Sec.
Project No. KNS-SU-466(10)Safety

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosure

DAR:js

Oregon State Highway Division

Federal-Aid ~~EHS~~ FPS
Project No. ~~EHS~~-SU-466(10) Safety

GREENBURG ROAD INTERCHANGE SECTION

BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, February 11, 1972

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 337+75 to Sta. 372+75)

Mobilization	All Required		$ 78,400.00
Temporary Protection and Direction of Traffic	All Required		25,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		3,500.00
Ditch Excavation	280 cu.yd.	2.00	560.00
Embankment in Place	178,000 cu.yd.	1.72	306,160.00
Trench Excavation	480 cu.yd.	2.00	960.00
Finishing Roadbed and Slopes	All Required		4,800.00
Obliteration of Roadway	All Required		800.00
Furnishing and Placing Topsoil	2,700 cu.yd.	2.50	6,750.00
Watering	2,870 M-gal.	6.00	17,220.00
Bituminous Base Mixture	10,500 ton	6.30	66,150.00
Asphalt in Bituminous Base Mixture	580 ton	31.00	17,980.00
1" - 0 Aggregate Base	12,800 ton	3.85	49,280.00
Lime Treated Subgrade	20,500 sq.yd.	0.45	9,225.00
Lime for Treated Subgrade	230 ton	28.50	6,555.00
Class "B" Asphalt Concrete Mixture	6,900 ton	6.30	43,470.00
Asphalt Cement in Mixture	450 ton	31.00	13,950.00
Reinforced Concrete Bridge End Panels	300 sq.yd.	28.00	8,400.00
Class "A" Concrete in Box Culvert	70 cu.yd.	120.00	8,400.00
Reinforcement in Box Culverts	7,600 lb.	0.17	1,292.00
12 - 1 inch Culvert Pipe	230 lin.ft.	4.00	920.00
18 - 1 inch Culvert Pipe	600 lin.ft.	6.00	3,600.00
24 - 1 inch Culvert Pipe	60 lin.ft.	8.50	510.00
15 - 1 inch Sewer Pipe	620 lin.ft.	7.00	4,340.00
24 - 1 inch Paved Culvert End Slopes	2 only	200.00	400.00
Concrete Inlets, Type "CG-1"	5 only	260.00	1,300.00
Concrete Inlets, Type "G-2M"	3 only	270.00	810.00
Concrete Inlets, Type "G-2MA"	2 only	280.00	560.00
Guard Rail, Type 2A	1,800 lin.ft.	4.25	7,650.00
Median Barrier	960 lin.ft.	6.25	6,000.00
Guard Rail Anchors	8 only	250.00	2,000.00
Extra Posts with Blocks	26 only	17.00	442.00

Extra Rail Elements	165 lin.ft.	2.50	412.50
Concrete Shoulder Barrier	50 cu.yd.	100.00	5,000.00
Concrete Walks	1,000 sq.yd.	5.50	5,500.00
Concrete Driveways	25 sq.yd.	10.00	250.00
Concrete Curbs	50 cu.yd.	70.00	3,500.00
Extra for Asphalt Approaches	5 only	70.00	350.00
Guide Posts	110 only	8.00	880.00
Guide Posts, Flexible*	15 only	15.00	225.00
Adjust Manholes	1 only	350.00	350.00
Reconstructing Concrete Manholes	3 only	450.00	1,350.00
1 1/2-inch Electric Conduit	275 lin.ft.	3.20	880.00
Roadside Seeding and Mulching	11 acre	420.00	4,620.00

*Experimental (Category 2)

Signing

Removal of Existing Sign Installation	All Required		350.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		3,475.00
Breakaway Sign Posts	All Required		4,000.00
Single Sign Supports	All Required		2,600.00
Cantilever Sign Structure Sta. "L" 238+00 Lt.	All Required		5,000.00
Adjustment of Existing Signs	All Required		450.00
Type "A" Signs in Place	413 sq.ft.	7.80	3,221.40
Type "C" & "D" Signs in Place	425 sq.ft.	4.00	1,700.00
Type "E" Signs in Place	66 sq.ft.	5.00	330.00
Type "U" Signs in Place	11 sq.ft.	6.00	66.00
Sign Illumination Equipment	All Required		8,000.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
			$766,593.90

Flagging (60% of Contractors Cost)	All Required		$ 5,000.00
Temporary Erosion Control	All Required		500.00
Work by Metzger Water District	All Required		20,000.00
On the Job Trainee (2 @ $800)	All Required		1,600.00
			$ 27,100.00
	Subtotal		$793,693.90
	Engr. & Cont.		79,369.10
	Total		$873,063.00

Type Code X781
Structure (Sta. 355+96.91) (Length 211 feet)

Shoring, Cribbing, Etc.	All Required		$ 8,000.00
Structure Excavation	270 cu.yd.	5.00	1,350.00
Structure Excavation Below Elevation Shown	25 cu.yd.	10.00	250.00
Furnish 14-inch Prestressed Concrete Piling	6,470 lin.ft.	4.60	29,762.00

Drive Prestressed Concrete Piles	114 only	200.00	22,800.00
Prestressed Concrete Pile Extensions	320 lin.ft.	10.00	3,200.00
Drilling Pile Holes	740 lin.ft.	4.00	2,960.00
Class "A" Concrete	All Required		116,964.00
95'/100' Type 4 Prestressed Beams	14 only	2,850.00	39,900.00
105'/110' Type 4 Prestressed Beams	14 only	3,050.00	42,700.00
Prestressing Steel	All Required		21,000.00
Reinforcement	All Required		27,000.00
Pedestrian Handrail	478 lin.ft.	18.00	8,604.00
Preparation of Slopes	800 sq.yd.	3.20	2,560.00
Concrete Slope Paving	800 sq.yd.	10.00	8,000.00
Deck Seal	1,520 sq.yd.	2.20	3,344.00
1 1/4-inch Electrical Conduit	260 lin.ft.	2.50	650.00
	Subtotal		$339,044.00
	Engr. & Cont.		33,904.00
	Total		$372,948.00

Length of Roadway - - - - - 0.670 mile
Cost of Roadway per Mile - $1,332,694.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 873,063.00	$554,831.00	$318,232.00
Structure	372,948.00	237,008.00	135,940.00
Total	$1,246,011.00	$791,839.00	$454,172.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 94%; Group 8 - 6%

Contract No. 7696

Prefix 134-1057

GREENBURG ROAD INTERCHANGE SECTION

Nonparticipating - State Work

Permanent Pavement Striping	**All Required**	**$ 500.00**

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Washington
		PROJECT NO. EHS-SU-466(10) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217 0.10 mi NW of City of Tigard
Greenburg Road Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-13-71	0.67
OTHER *(Specify)*		

FUNDS Pro Rata 63.55

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,246,011.00	$ 791,839.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OSHD
(Official name of Highway Department)

By _____

Asst St Hwy Engr
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by
Division Engineer _____

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

7696

August 14, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st
Portland, OR 97201

Gentlemen:

A post-final payment for $7,000 will be made to Ross Bros. Construction, Inc., on Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,043,447.09 including the post-final payment. Of the total $18,997.97 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7696

August 1, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st
Portland, Oregon 97201

Gentlemen:

On June 28, 1974, we wrote to you concerning release of final payment on Contract No. 7696 awarded to Rose Bros. Construction, Inc., for work on Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $51,012.34 and the total contract amount is $1,036,447.09 including $18,997.97 for work performed under force account.

Very truly yours,

C. W. Read
COMMISSION SERVICES

cer

cc Rose Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, Oregon 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

July 15, 1974

Ross Bros. Construction Company
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

We have reviewed your second request for an extension of time on Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 35 days is granted because of change orders, (Price Agreement No. 8, Extra Work Order No. 7 and Extra Work Order No. 8).

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
Ed Hardt

fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
July 11, 1974

FILE: NC . . .
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Greenburg Road Interchange
Contract No. 7696
Second Request for Time Extension

We now have the second request from Ross Bros. Construction Company for additional time extension on this project. A 65-day extension was approved April 11, 1974 for other reasons and covered all the time charged up to the 1973-74 dormant period. The project has now been completed as of May 13, 1974, with an additional 35 days counted after allowing for stop work orders. Virtually all of the work performed during this time was covered by change orders. It included 2,350 tons overlay paving added by Price Agreement No. 8, eroded slope repair covered by Extra Work Order No. 7 and alignment revisions to the G.M. rail covered by Extra Work Order No. 8. The last work done was bark mulching the slopes covered by Price Agreement No. 10 (which was substituted for the seeding and mulching bid item).

The added time is therefore clearly justified for extension and I recommend that an additional 35 days be granted. Liquidated damages accrue at the rate of $200 per day. This is a secondary urban project, so it does not require specific FHWA approval. A rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 14, 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 485 ~~525~~ 2696 days to ..... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

Grading, Paving, Signs & Structure; Greenburg Road Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See copy of attached letter dated May 14, 1974.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Guisinger

CONSENT OF SURETY

Date May 14, 74

We, Safeco Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

(SEAL)

Ernest M. Voth
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7696 Contractor Ross Bros. Construction Co.

Highway Beaverton - Tigard

Section Greenburg Road Interchange

Kind of Work Grade, Pave, Sign, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 35 days extension of contract time because of change orders, (Price Agreement No. 8, Extra Work Order No. 7 and Extra Work Order No. 8).

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

SP*0206-734

Contract No.	7696
Project designation	FAP # EPS-SU-466(10) (State-Federal)
Date awarded	2/8/72
Work started	4/3/72
Per cent completed	100 5/13/74 (Date)
No. of Workdays Allowed	485
No. of Workdays Used	520
No. of Added Workdays Requested	35

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

May 14, 1974

Mr. James Cochell
Resident Engineer
P.O. Box 25087
Portland, Oregon 97225

S.W. Greenburg Rd.-Interchange
Beaverton-Tigard Hwy.
Washington County
Contract No. 7696

Gentlemen:

We are hereby requesting an extension of time on the subject project in addition to the sixty-five (65) days already granted due to the following reasons:

1. Additional 1½" paving overlay on Hwy. 217 as covered by Price Agreement Number 8. (March 21,1974 thru April 3,1974) For this additional work we are requesting 14 days of additional time.

2. Removing existing GM railing from structure and replacing with standard end taper sections and type "C" curb, sta. 18-00 to 19-00; 21-00 to 22-oo. (April 23,1974 to May 13,1974) For this additional work we are requesting 21 days of additional time.

3. Repairing erosion damage, throughout project as per EWO #7.

Since all of the above work was requested by the Oregon State Highway Department after the time on the subject project had elasped and since it is additional to the contract, we hereby request that we be allowed 40 additional days on the subject project without the charging of liquidated damages.

Enclosed please find copies of form E-320 as required.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

Enclosure

#7696

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 26, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of a completed contract which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

6/28 Daily Letter

NOTED
C. W. HEAD

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on June 27, 1974, I accepted the following:

Contract No. 7696, Work Completed May 13, 1974

Project Greenburg Road Interchange

Highway Beaverton-Tigard County Washington

Type of Work Grading, paving, structure and signing

Contractor Ross Bros. Construction, Inc.

J. R. Klabo

Administrator & State Highway Engineer

7696

June 25, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7696, Work Completed May 13, 1974

Project Greenburg Road Interchange

Highway Beaverton-Tigard, County Washington

Type of Work Grading, Paving, Structure and Signing

Contractor Ross Bros. Construction, Inc.

Recommended Acceptance Date June 27, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:bz

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

7696

June 7, 1974

TO G.L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EPS-SU- 466(10)

FROM C.T. Keasey
Construction Engineer

SUBJECT Notification Contract Work Completed

Contract 7696, Work Completed May 13, 1974

Project Greenburg Road Interchange

Highway Beaverton-Tigard

County Washington

VG:bs

7696

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Greenburg Rd. Interchange		WEEK ENDING: 6/7/74
		SECTION PREFIX: 134-1057
HIGHWAY: Beaverton - Tigard		COUNTY: Washington
NAME OF JOB: Greenburg Rd. Interchange	KIND OF WORK: Grading, Paving, Structure & Signing	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 7696	FEDERAL AID PROJECT NUMBER: EPS-SU-446(10)
DATE OF CONTRACT: February 8, 1972	DATE WORK STARTED: 4/3/72	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: ~~420~~ 465	WORK DAYS USED / CALENDAR DAYS USED: 520
PROJECT AUTHORIZATION: $ 1,274,892.64	SPECIFIED COMPLETION DATE: July 23, 1973	PERCENT OF TIME ELAPSED: 107
EXCLUSIVE OF ENGINEERING: $ 1,184,233.61	ENGINEERING AUTHORIZATION: $ 90,659.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,124,577.57	ENGINEERING COST TO DATE: $ 125,870.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 5 %	PERCENT OF AUTHORIZATION 139%	DATE PROJECT WAS COMPLETED: 5/13/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE -Stone	OIL AND/OR PAVE.	MAT'L. PROD	Bit Base	"B" Mix
100	100	100	100	100		100	100

	GRADING	Aggr. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.67	0.67		0.67	0.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.67	0.67		0.67	0.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	178,000	12,800		10,500	6,900
TOTAL QUANTITIES CORRECTED TO DATE	154,800	14,450		11,200	8,428
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	154,800	14,450		11,200	8,428
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13574							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Partly cloudy			
MONDAY 3	" "			
TUESDAY 4	Overcast			
WEDNESDAY 5	"			
THURSDAY 6	"			
FRIDAY 7	"			
SATURDAY 8	Partly cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 2	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity all week. Project complete. Wally Bryant, FHWA and J.W. Cochell, OSHD, made the final inspection of the project on 6/5/74. Semi-final and third notification have been submitted. This will be the LAST report on this project.

cc: BPR
Construction (2)
Bridge
Region Office
File

SIGNED James W. Cochell LOCATION Sylvan

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7696

April 11, 1974

Ross Brothers Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 65 days is granted because of added orders (Price Agreement Nos. 1, 4, 5, 6 and Extra Work Order Nos. 4, 5 and 6) and the seasonal effect of 1973 labor disputes.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
Ed Hardt

JAB:fr dpy

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 9, 1974

FILE:

APR 1 5 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Greenburg Road Interchange
Contract No. 7696

Ross Brothers Construction, Inc. requests a 65-day extension of this contract time citing seven added orders plus the poor weather substitution effect of the 1973 labor strikes. The seven orders are:

Price Agreement No. 1, $1,558, increase box culvert length.
Price Agreement No. 4, $45,786, extend construction on Greenburg Road.
Price Agreement No. 5, $1,500, slope paving curb.
Price Agreement No. 6, $22,500, additional top soil.
E.W.O. No. 4, $1,200, curb revisions to provide ramps.
E.W.O. No. 5, $8,000, shoulder revisions.
E.W.O. No. 6, $471, extend cantilever sign.

The most significant of these was Price Agreement No. 4 which extended the limits of the reconstruction in the vicinity of the Washington Square Development and was paid for entirely by the developer. This work was added when the original contract project was about 68 per cent done. This added work had to be done after the strike interuption during June and July of 1973. The main overcrossing structure work which represents about 30 per cent of the project cost was all completed by April of 1973, prior to the strike and the summer grading season. The added top soil (P.A. 6), curb revisions (E.W.O. 4) and shoulder revisions (E.W.O. 5) were also late items added relatively late in the project in the remaining construction season after the strike.

The 65 days requested is recommended by the Resident and Region Engineers and is concurred in by this office. This 65 days extends the contract time just to the 1973-74 dormant period. The interchange was opened to traffic on November 1, 1973, but the project is not yet completed. It is currently under a stop work order. A later price agreement added an AC overlay on the main line and this work was completed only late last month. We anticipate there will be another request for extension based on some additional reasons, not covered in this request. This is a secondary urban project and therefore does not require concurrence by FHWA. A rough draft letter to the contractor granting the 65 days is attached.

JAB:fr
Att.
cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7696 Contractor Ross Bros. Construction Inc.

Highway Beaverton-Tigard

Section Greenburg Rd. Interchange

Kind of Work Grade, Pave, Sign & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 65 day time extension of contract time due to added orders and seasonal effect of 1973 labor disputes.

Recommended for Approval:

E. R. [illegible]
Division Engineer

[illegible]
Construction Engineer ~~or Bridge Engineer~~

[illegible]
Acting Ass't State Highway Engineer

Contract No.	7696
Project designation	~~IPS-88-466(10)~~ State Federal
Date awarded	Feb 8, 1972
Work started	April 3, 1972
Per cent completed	94% Date
No. of Workdays Allowed	420
No. of Workdays Used	485
No. of Added Workdays Requested	65

SP*6290-734

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 30, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 485 days, within which to complete our Contract No. 7696, without the assessment of liquidated damages. The said contract is described as follows:

Grading, Paving, Signs & Structure; Greenburg Road Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See copy of attached letter dated November 30, 1973.

Respectfully submitted,

Ross Bros. Construction Inc.
Contractor

By Terry Gussinger

CONSENT OF SURETY

Date November 30, 1973

We, Safeco Insurance Company of America

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frances Bradley
Attorney-in-fact

Kenneth M. Potts
Resident Agent

(SEAL)

7696

HARLAND, WINSLOW, RITTER & HAENNY
ATTORNEYS AT LAW
200 PACIFIC BLDG.—P. O. BOX 787
SALEM, OREGON 97308

ROY HARLAND
NORMAN K. WINSLOW
DANIEL A. RITTER
TERRY K. HAENNY

TELEPHONE
(503) 362-4178

January 9, 1974

7696

Mr. Arthur H. Lewis
Attorney at Law
740 Jackson Tower
Portland, Oregon 97205

Re: Courtway v. Ross Bros. Construction

Dear Mr. Lewis:

Thank you for your letter of November 23, 1973, in which you indicate that your client personally delivered the notice required by ORS 279.526 on April 25, 1973. Since a subcontractor of a subcontractor cannot recover for labor or materials unless they were supplied within the ninety-day period prior to delivery of the notice, it is apparent that your client's claim for labor from April 1, 1972, to January 27, 1973, is not a valid claim against the bond, except, possibly for labor performed on January 26 or 27, 1973. Even for the labor performed in this two-day period, Ross Bros. Construction does not acknowledge that Lewis Construction was a subcontractor, and, therefore, denies any liability under its bond.

Sincerely yours,

DANIEL A. RITTER

DAR:jd

cc: Ross Bros. Construction, Inc.
General Insurance Co. of America
C. W. Head, Manager, Administrative Services ✓

COPY

NOTED
C. W. HEAD

RECEIVED
JAN 14 1974
ADMINISTRATIVE SERVICES

7696

HARLAND, WINSLOW, RITTER & HAENNY
ATTORNEYS-AT-LAW
200 PACIFIC BLDG. — SALEM, OREGON 97308

ROY HARLAND
NORMAN K. WINSLOW
DANIEL A. RITTER
TERRY K. HAENNY

TELEPHONE
(503) 362-4178

November 21, 1973

Mr. Arthur H. Lewis
Attorney at Law
740 Jackson Tower
Portland, Oregon 97205

Dear Mr. Lewis:

We received a copy of the letter of November 9, 1973, written by C. W. Head, Manager, Administrative Services, Oregon State Highway, to you concerning Contract Number 7696. I previously asked you to supply me with information of when your client, Frank Courtway, gave notice to the general contractor, Ross Bros. Construction Co. of his claim. As you know, Oregon law requires that a 90 day notice must be given to a general contractor before one who contracts for the subcontractor can collect against the general contractor's bond. I have not heard further from you, and on behalf of Ross Bros. Construction Co. I must respectfully deny any liability on the contractor's bond in the absence of proof that the required statutory notice was given to Ross Bros. Construction Co.

Very truly yours,

DANIEL A. RITTER

DAR:jd

cc: Ross Bros. Construction, Inc.
General Insurance Co. of America
C. W. Head, Manager, Administrative Services ✓

RECEIVED
NOV 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7696

5

HARLAND, WINSLOW, RITTER & HAENNY

ATTORNEYS-AT-LAW

200 PACIFIC BLDG. — SALEM, OREGON 97305

ROY HARLAND
NORMAN K. WINSLOW
DANIEL A. RITTER
TERRY K. HAENNY

TELEPHONE
(503) 362-4178

November 13, 1973

7696

Mr. Donald J. Winder
Attorney at Law
20229 South Molalla Avenue
Oregon City, Oregon 97045

Re: Highway Project 217, Greenburg Road Interchange,
Washington County, Oregon

Dear Mr. Winder:

Thank you for your letter of November 6, 1973. I appreciated receiving a copy of the Mechanic's Lien, although I do not see how one can file a mechanic's lien against a public highway.

With respect to your client's claim against the general contractor's bond, the information I solicited in my letter of October 16, 1973, was an attempt to determine whether or not your client had notified the general contractor within 90 days as required by ORS 279.526. It is apparent from your letter that your client performed labor at the instance and request of a sub-contractor and not the general contractor, and, therefore, he would have no claim against the general contractor's bond unless he had given the 90-day statutory notice to my client as provided in ORS 279.526.

Unless you can provide me with information to establish that the statutory notice was given, I must respectfully deny any liability under the bond on behalf of Ross Bros. Construction, Inc.

Sincerely yours,

DANIEL A. RITTER

DAR:jd

cc: Oregon State Highway Division
ATTENTION: C. W. Head
General Insurance Company of America
Mr. Raymond K. Ross, Sr.

RECEIVED
NOV 1973
ADMINISTRATIVE SERVICES

Claim 4842

FILED
NOV 13 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
35 AM '73
MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 9, 1973

Mr. Arthur H. Lewis
Attorney at Law
740 Jackson Tower
Portland, Oregon 97205

NOTED ON CARD
11-19-73 RD

Dear Mr. Lewis:

This is to acknowledge your letter of November 5 informing us that Lewis Construction Co., (subcontractor) owes your client, Frank Courtway $2,022.75 for labor.

From the description given in your letter, this appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Attached is a certified copy of the contract and bond as requested in your letter.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

Att.
cc Ross Bros. Construction, Inc.
General Insurance Co. of America
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ARTHUR H. LEWIS
ATTORNEY AT LAW
Suite 740 Jackson Tower
PORTLAND, OREGON 97205
TELEPHONE 228-7256

November 5, 1973

Russ
Please handle
cpc

Oregon State Highway Commission
State Office Building
alem, Oregon 97310

Gentlemen:

On behalf of Frank Courtway, I am sending herewith:

1. Application for copy contract and bond given for work of construction, Greenburg Overpass, Washington County.

2. Affidavit of claim and amount due, and,

3. Notice of claim.

From information had, Ross Bros. Construction Co. is the contractor. The General Insurance Co. of America is the surety.

We understand the contract number is 7696, and is known as the Greenburg Ov erpass.

Will you kindly, instead of addressing the requested documents to Mr. Courtway, send the same to me at:

740 Jackson Tower
806 S.W. Broadway
Portland, Oregon 97205

Thanking you, I am

Very truly yours,

Arthur H. Lewis

ARTHUR H. LEWIS

AHL:m

enclosures

RECEIVED
NOV 6 1973
HIGHWAY
ADMINISTRATIVE SERVICES

TO: Oregon State Highway Commission
State Office Building
Salem, Oregon 97310

Notice is hereby given that I, the undersigned Frank Courtway, of 4728 N. Depauw treet, Portland, Oregon 97203, have a claim for labor performed in the hauling of materials for and used in the construction of Greenburg Overpass, over State Highway No. 217 located at the crossing of Greenburg Road and State Highway No. 217, Washington County, Oregon, which construction job I am informed is known as Greenburg Overpass, and my information is that this contract is No. 7696. Ross Bros. Construction Co. is the contractor and principal, and The General Insurance Co. of America is surety.for this work.

My claim is for labor in the amount of $2022.75, furnished between April 1, 1972 and January 27, 1973, no part of which has been paid. My work of hauling was performed upon order of and ordered by Lewis Construction Co. an on the job contractor of and with Ross Bros. Construction Co.

Frank Courtway
FRANK COURTWAY

DATED, this 5 day of November, 1973.

RECEIVED
NOV 6 1973
HIGHWAY
ADMINISTRATIVE SERVICES

TO: State Highway Commission of the State of Oregon
State Office Building
Salem, Oregon 97310

Application and request is hereby made for a certified copy of the contract and surety bond given in accordance with Sec. 279.510, Oregon Revised Statutes, for the work of constructing, by Ross Bros. Construction Co. of Salem, Oregon, an overpass across and over State Highway #217, known as Greenburg Road Overpass, Washington County, Oregon, and which contract I am informed is #7696.

Frank Courtway
FRANK COURTWAY

DATED, this 5 day of November, 1973.

Affidavit attached.

RECEIVED
NOV 6 1973
HIGHWAY
ADMINISTRATIVE SERVICES

AFFIDAVIT

Re: GREENBURG ROAD OVERPASS, WASHINGTON COUNTY, OREGON

STATE OF OREGON)
) ss.
County of Multnomah)

I, FRANK COURTWAY, being first duly sworn, depose and say: That I am the applicant for a copy of the contract and bond for the work of constructing an overpass over State Highway #217, Washington County, Oregon, known as the Greenburg Road Overpass Contract No. 7696; that I performed and supplied labor for the prosecution of the work provided for in the contract. I have not been paid and there are no allowable credits or offsets and the full amount of my claim in the amount of $2022.75 is due and unpaid.

Frank Courtway

Subscribed and sworn to before me this 5 day of November, 1973.

Arthur H Lewis
Notary Public for Oregon

My Commission expires 8/9/77.

RECEIVED
NOV 6 1973
HIGHWAY
ADMINISTRATIVE SERVICES

1674

5

HARLAND, WINSLOW, RITTER & HAENNY
ATTORNEYS-AT-LAW
200 PACIFIC BLDG. - SALEM, OREGON 97308

TELEPHONE
(503) 362-4178

ROY HARLAND
NORMAN K. WINSLOW
DANIEL A. RITTER
TERRY K. HAENNY

October 16, 1973

Mr. Donald J. Winder
Attorney at Law
2020 South Molalla Avenue
Oregon City, Oregon 97045

Re: Highway Project 217, Greenburg Road
Interchange, Washington County, Oregon

Dear Mr. Winder:

I represent Ross Bros. Construction Company and have your letter of September 25, 1973, pertaining to Mr. Arnold Cox. In order to evaluate the claim of Mr. Cox, I would appreciate knowing the dates upon which Mr. Cox performed labor and an itemized breakdown of the same. I would also appreciate receiving any notice of claim that he forwarded to Ross Bros. Construction Company, together with the date thereof.

If you will supply me with the requested information, I will be in touch with you shortly after receiving the same.

Sincerely yours,

DANIEL A. RITTER

DAR:jd

cc: Oregon State Highway Division
ATTENTION: C. W. Head
General Insurance Company of America
Mr. Raymond K. Ross, Sr.

RECEIVED
OCT 19 1973
ADMINISTRATIVE SERVICES

7696 -

5

4829

FILED
SEP 24 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
10-1-73

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

Helgeson & Winder
Attorneys at Law
20229 South Molalla Avenue
Oregon City, Oregon 97045

Gentlemen:

This is to acknowledge your letter of September 14, 1973, informing us of your client's (Arnold Cox) claim of $635.50 for labor.

From the information given in your letter it appears that this claim is against the Ross Bros. Construction, Inc., Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of your client's claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Ross Bros. Construction, Inc.
General Insurance Co. of America

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

HELGESON & WINDER
ATTORNEYS AT LAW
20229 SOUTH MOLALLA AVENUE
OREGON CITY, OREGON 97045
TELEPHONE 503-655-6371

RICHARD C. HELGESON
DONALD J. WINDER

JOAN JOHNSON
LEGAL ASSISTANT

ASHLEY GREENE
COUNSEL

NOTICE OF CLAIM

TO: Administrative Services
Department of Transportation
121 State Highway Building
Salem, Oregon

NOTICE is hereby given that the undersigned claimant, ARNOLD COX, has a claim for labor and transporting rock and gravel in the sum of $635.50; that the claimant himself personally performed the labor; that written notice was given to the contractor within 90 days from the date on which the claimant performed said labor; that said $635.50 is claimed against the bond taken from General Insurance Company of America for the work of Highway Construction in Washington County on the Beaverton-Tigard Highway, Greenburg Road Interchange, Contract No. 7696.

DATED this 14 day of September, 1973.

Arnold Cox
Arnold Cox

RECEIVED
SEP 19 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7696

7696

HELGESON & WINDER
ATTORNEYS AT LAW
20229 SOUTH MOLALLA AVENUE
OREGON CITY, OREGON 97045
TELEPHONE 503-655-6371

RICHARD C. HELGESON
DONALD J. WINDER

JOAN JOHNSON
LEGAL ASSISTANT

ASHLEY GREENE
COUNSEL

September 7, 1973

Mr. Russ Graham,
Administrative Services
Department of Transportation
121 State Highway Building
Salem, Oregon

Dear Mr. Graham:

This letter is to reaffirm my telephone request of Friday, August 31, 1973 that you forward to this office a copy of the contract and bond upon the Highway 217, Greenburg Interchange project.

This office represents Arnold Cox, a subcontractor, with a claim for labor and materials for the prosecution of the work provided in the contract. Your cooperation in forwarding this contract and bond to my office is greatly appreciated.

Sincerely yours,

HELGESON & WINDER

Donald J. Winder

Donald J. Winder

Sent 9-4-73

R. G. GRAHAM

RECEIVED
SEP 10 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7696

PATTULLO, GLEASON & SCARBOROUGH
ATTORNEYS AT LAW

DAVID S. PATTULLO
H. MYRON GLEASON
WILLIAM E. SCARBOROUGH, JR.
M. LYLE TRAMMELL
RAYMOND F. MENSING, JR.

710 S. W. THIRD AVENUE
PORTLAND, OREGON 97204
TELEPHONE 224-6888

April 13, 1973

Russ

COPY

Mr. Theodore M. Robertson
Robertson Construction Co., Inc.
212 N. E. 166th Avenue
Portland, Oregon

RE: Ross Bros. Construction, Inc.
Oregon State Highway Division
Contract No. 7696
Secretary of State
File No. 4770

Dear Mr. Robertson:

Enclosed is Ross Bros. Construction, Inc.'s check in the sum of $240.25 in payment of labor performed in hauling rock for Lewis Construction Co. to the Greenburg Road approaches on the Beaverton-Tigard Hwy.

Sincerely,

M. Lyle Trammell

M. Lyle Trammell

MLT:cb
Enc.
cc: Clay Meyers, Sec. of State
State of Oregon Highway Division
Mr. R. M. Laursen, Safeco Insurance Company

NOTED
C. W. HEAD

3-7-73

7676

March 7, 1973

Robertson Construction Company, Inc.
212 N. E. 166th Avenue
Portland, Oregon 97230

Attention: Theodore Robertson
Secretary-Treasurer

Gentlemen:

On March 5, 1973, the Secretary of State notified us of your claim for $240.25 against Ross Bros. Construction, Inc., for labor in hauling rock.

From the description given in your letter, this appears to be in reference to the Ross Bros. Construction, Inc., Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

We are forwarding copies of this letter to all interested parties.

Please advise this office when your claim has been paid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RG:ks

cc Ross Bros. Construction, Inc.
General Insurance Company of America
Pattullo, Gleason & Scarborough
Attorneys at Law

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

March 5, 1973

C

Pattullo, Gleason & Scarborough
Attorneys at Law
710 S. W. Third Avenue
Portland, Oregon 97204

Gentlemen:

O

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Robertson Construction Co., Inc.
Principal: Ross Bros. Construction, Inc.
Surety Company: General Insurance Company of America
Amount of Claim: $240.25
Job: Hwy. Division Contract No. 7696.

P

This has been filed as of the date of this letter and assigned file number 4770.

Very truly yours,

E. M. Madden, Elections Manager
By

Y

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Highway Division
C. W. Head

NOTED
C. W. HEAD

#4770

NOTICE TO STATE OF OREGON OF CLAIM FOR LABOR

TO: CLAY MYERS, Secretary of State
121 State Capitol
Salem, Oregon 97310

Notice is hereby given that the undersigned Robertson Construction Co., Inc. has a claim for labor in hauling pit run rock on January 24, 25 and 26, 1973 to the Greenburg Road approaches on the Beaverton-Tigard Highway in Washington County, Oregon, upon the order of Lewis Construction Co. in the sum of $240.25 against the bond taken from Ross Bros. Construction, Inc. principal, and General Insurance Company of America, Bond No. 894493, surety, for the work on the Greenburg Road interchange, Beaverton-Tigard Highway, Oregon State Highway Division Contract No. 7696, concerning which the bond was taken.

DATED this 1st day of March, 1973.

ROBERTSON CONSTRUCTION CO., INC.
212 N. E. 166th Avenue
Portland, Oregon

By: Theodore M. Robertson
Secretary-Treasurer

STATE OF OREGON)
) ss.
County of Multnomah)

I, THEODORE M. ROBERTSON, being first duly sworn, depose and say: That I am the Secretary-Treasurer of the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a true statement of claimant's demands and the amount due to claimant; that all statements made in said instrument are true and correct.

Theodore M. Robertson

Subscribed and sworn to before me this 1st day of March, 1973.

M. Lee Kennell

TOM McCALL
GOVERNOR

1696

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

June 23, 1972

Mr. William E. Middleswart
10425 S.W. Greenburg Road
Tigard, Oregon 97223

Noted
GEORGE M. BALDWIN

Dear Mr. Middleswart:

I can understand your concern about the temporary detour constructed adjacent to your rented house.

In reviewing this matter with the Oregon State Highway Division, I find that the property was purchased in 1963 as a part of the planned improvement now taking place. At that time, the owner would not sell the entire piece of property to the Highway Division even though all access to the property was cut off. However, at a later date he did sell the property to the owner of the adjacent land. The new owner chose to provide access through his property being, I would assume, in full knowledge of the pending construction.

At the time of purchase, compensation was paid to the owner for damages. Thus, I hope you will understand the matter cannot be re-negotiated. Since it was known in 1963 that construction would occur on this site, I feel that there was some obligation on the part of the landlord to inform his tenants of the possibility of this construction. However, I do not know if this was done in your case.

It does appear that the State has met its obligation in this situation and is restricted from doing what you ask. Therefore, I can only express sympathy for your plight and hope that you will be able to bear with conditions the few months the detour will be in operation.

Sincerely,

Governor

TM:ms

bcc: Highway Division

COPY

RECEIVED
JUN 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

May 9, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

SUBJECT: Draft Reply for the
Governor's Consideration
File 35329 - Clark
Denny Road - Pacific West
Section
Beaverton - Tigard Highway
Washington County

Attached is a draft of a reply for the Governor to send to William E. Middleswart. The property occupied by Mr. Middleswart belonged to Harold Clark at the time of our acquisition in 1963. At that time the property was valued at $8,000, and the taking was a small 0.04 acre strip off the front along with the complete landlocking of the remainder property.

We attempted to acquire the entire property, but the owner would sell only the parcel being taken. He then sold the remainder of his property to the adjacent property owner who accessed the property through his own. He has apparently been renting the house since 1963. The current tenant, Mr. Middleswart, contacted the right-of-way people about receiving relocation benefits under the 1970 Act. He was advised that he was of course not eligible for benefits, but his reply was that ". . . this is an election year, and if I take the matter up with the politicians they will see that I get paid".

John R. Oakes
for D. H. Moehring
Right of Way Engineer

DHM:JP
Attachments

NOTED
TOM EDWARDS

Highway

4. .72 Middleswart to Highw

10425 SW Greenburg Rd.
Tigard, Oregon 97223
27 April 1972

Governor Tom McCall
State Capital Building
Salem, Oregon

Dear Governor McCall,

My wife, child, and I have lived at the above address for the past four years. The house we rent is located at the site of a new over-pass at Highway #217 in the Tigard area.

Recently, contractors began work on a detour which will be in service for "several months" according to information supplied by the contractor. This detour is located approximately fifteen feet from our house, and will eventually be graded up above the level of our front yard, to the extent that we still have one. As a result, we contend that this detour, when it is completed will constitute several hazards, all real and unbearable in terms of our continued residence here. These hazards are as follows:

1) There is no restraint to prevent my child from straying onto the roadway.

2) There is nothing to prevent a vehicle from running out of control and striking the house or those in or near it.

3) The increased noise level from the nearer traffic flow will make the building unsuitable for habitation.

Further, we contend that all these circumstances were created soley by the state, and that they did not exist to a significant degree prior to the beginning of construction. While we realize that the state has not exceeded its right of way in a physical sense, we do contend that it has rendered our home unfit for habitation by creating the conditions noted above.

Over the past month, I have attempted to deal with Mr. Henry Brindley, a right of way agent working out of the Department of Transportation office in Milwaukie, Oregon.

His position is that the right of way was purchased from, and damages paid to a previous owner of the property, and that no further liability exists. He did admit that my assessment of the hazards was essentially valid, but he refused to consider the matter further, saying in effect that he could only do what he'd been told to do.

Our rebuttal to this line of thinking is that while we understand that the owner of the property is not entitled to more compensation, there has never been a need to relocate the tenants of the property until now, and therefore the obligation to the renters has not been discharged. Since renter's relocation benefits provided to tenants of a property are separate from any settlement made to the owner, we contend that we are entitled to relocation to a safe place to live.

We have finally given up hope of getting help or even cooperation from the agency involved. Mr. Brindley refused even to come to the house to look at the situation, say nothing of pursue the matter on our behalf. Subsequent telephone conversations with the Division Engineer's office convince us that there is no one in the Highway Division who cares whether justice is done in the matter or not, so long as no one disturbs the bureaucracy.

We therefore ask for someone with some power to intercede on our behalf, and see that our rights are returned to us. We regret that our naivete in attempting to deal directly with the Highway Division should have caused this letter to be postponed until the situation has become urgent, but we had no idea that we would not be treated the same as any of the hundreds of people who have found themselves in similar circumstances.

Thank you for your patience in reading this, and accept also our gratitude for your attention to our problem.

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

William E. Middleswart

William E. Middleswart

APR 2 3 1972

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7696

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

March 15, 1972

Metzger Water District
6501 S. W. Taylors Ferry Road
Portland, Oregon 97223

ATTENTION: Mr. Tom Keeler
Superintendent

NOTED
A. E. JOHNSON

Re: Water Main Relocation
Metzger Water District
Greenburg Road Interchange Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

The estimate and sketch map for the adjustment of your facilities on this project, as submitted by Carter, Bringle & Associates, on March 2, 1972, have been approved by the State. You are hereby authorized to proceed with the work as of March 15, 1972. If the work is to be let to contract, the State reserves the right to concur in the low bid.

Please contact Mr. J. W. Cochell, Resident Engineer, 2131 S.W. Scholls Ferry Road, Portland, Oregon 97225, telephone 229-5495, at least three days prior to beginning work.

Reimbursement will be made for 87.06% of the actual cost of work performed on and subsequent to March 15, 1972, subject to the provisions of PPM 30-4, upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: Carter, Bringle & Associates
A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog "
L. W. Rulien " (2)
J. W. Cochell "
H. E. Woodward "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Prefix No. 134-1057. Return one copy of Est. and sketch with SFO.

OREGON STATE
HIGHWAY DIVISION

7696

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Mr. R. K. Ross
Ross Bros. Construction Company
3501 Brooklake Road N.E.
Salem, OR 97303

March 13, 1972

Re: Greenburg Road Interchange
Beaverton-Tigard Highway
F.A. Proj. No. EPS-SU-466(10)
Contract No. 7696
On-The-Job Trainees

Dear Sir:

This letter is to confirm the verbal approval, given at the preconstruction conference held February 29, 1972, of the crafts in which you propose to furnish two trainees on the subject project. This approval permitted you to commence work under this contract.

The two trainees, as indicated by your letter dated February 18, 1972, are to be in the Carpenter and Pile Driver crafts. These trainees are to be furnished under programs provided by the State of Oregon Apprenticeship and Training Council and are approved by the State Highway Division and the Federal Highway Administration.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
EEO Engineer

MDG:fr

bc: R. E. Simpson/att.
A. E. Johnson/att.
Gene Huntley/att.
L. W. Rulien
J. W. Cochell

NOTED
A. E. JOHNSON

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.E.
SALEM, OREGON 97303

March 8, 1972

George M. Baldwin, Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Atten: M. D. Glenn, E.E.O. Engineer

Re: Contract No. 7696
Greenburg Road Interchange
Beaverton-Tigard Highway

Gentlemen:

In reply to your letter of March 3, 1972 please be advised that the on-the-job trainees for the above mentioned project will be trained under the approved programs of the State of Oregon Apprenticeship Council for Carpenter Apprenticeship and Piledriver trainees.

Hopefully this information will meet with your approval.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

R. K. Ross

R. K. Ross, Pres.

LB

Routing

Keasey — RECEIVED — Pease
Bond — MAR 9 1972 — Glenn
Walker — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

February 10,1972

James W. Cocholl, Resident Engineer
Oregon State Highway Department
9350 S.W. Burnham Street
Tigard, Oregon

Re: Greenburg Road Interchange
Beaverton-Tigard Highway
Contract No. 7696

Dear Sir:

We herewith submit our proposed program to comply with On-The-Job-Training requirement as stipulated in the special provisions.

We will utilize the recruiting service offered by the Oregon Columbia Chapter of Associated General Contractors and will also contact Local sources of manpower adjacent to the jobsite area. Sincere effort will be made to contact and use minority trainees.

Trainees will be advised of their progress throughout the training period by written reports. We will monitor the trainee program of each subcontractors involved and will document his effort by copies of their weekly payroll.

We will employ two (2) trainees on this construction project as required by the special provisions, one (1) carpenter trainee and one(1) pile driver trainee. Training period are four and one half (4½) months or duration of project and the rates of payment will be according to the State approved current joint trainees program.

This plan and schedule are submitted to your approval and can be modified as required.

Very truly yours,
ROSS BROS. CONSTRUCTION, INC.

N. C. Adro

Advised contractor trade; okay
Until he hears to the contrary.

RECEIVED
MAR 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7696

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 3, 1972

Ross Bros. Construction, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

Re: Greenburg Road Interchange
Beaverton-Tigard Highway
F.A. Project No. EPS-SU-466(10)
Contract No. 7696
On-The-Job Training

This letter is to confirm the verbal approval, given at the preconstruction conference held February 29, 1972, of your selection of crafts in which two on-the-job trainees are to be provided on this contract. This approval will permit you to commence work under the contract.

In your letter to Mr. Cochell, dated February 18, 1972, you indicated one Carpenters trainee and one Piledrivers trainee are to be provided. Your letter does not state whether these trainees will be trained under current programs of the State of Oregon Apprenticeship Council for Carpenter Apprenticeship and Piledriver trainees which have been approved by the State and Federal Highway Administration. If the trainees are under these approved Apprenticeship Council programs, we will approve your training program upon receipt of your written verification. If the trainees are not under these approved Apprenticeship Council programs, it will be necessary for you to submit a program detailing the length and type of training each trainee is to receive.

Very truly yours,

NOTED
A. E. JOHNSON

George M. Baldwin
Administrator of Highways

By M. D. Glenn

MDG:fr

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
L. W. Rullen
James W. Cochell

M. D. Glenn
E.E.O. Engineer

RECEIVED
MAR [illegible]
STATE [illegible]

Form E-123

RECEIVED
MAR 3 - 1972
FOR FILING
7676

February 29, 1972

Rose Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7696 for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Company of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James Cochell

RECEIVED
MAR 28 1972
FOR FILING

5d

7696

2-22-72

February 25, 1972

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: Roger Thommsen
Director of Records and Election

MISC. CONTRACTS and
AGREEMENTS No. 7866

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement covering construction of the Greenburg Road Interchange Section of the Beaverton-Tigard Highway.

We have retained a fully executed copy for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc H. S. Cox
(agree. att.)

RECEIVED
FEB 14 1972
FOR FILING

EP-
S11-4(6)(3)
76-96

February 10, 1972

Oregon State Highway Commission

Gentlemen:

At the February 22 meeting there will be presented for your consideration a Supplemental Throughway Agreement with Washington County covering construction of the Greenburg Road Interchange Section of the Beaverton-Tigard Highway.

The original agreement, dated July 13, 1965, covered the entire section from the Pacific Highway (I-5) to the Sunset Highway and contained all of the required throughway provisions pertaining to right-of-way, construction, road closures, utility adjustments, and relinquishments. One provision of said agreement, which remains in full force and effect, stipulates that an interchange will be constructed at Greenburg Road. The supplemental agreement being brought before you at this time was considered necessary in order to more clearly define the final design features of said interchange, and to provide for the proper jurisdiction, maintenance and control of Greenburg Road and certain connecting frontage roads.

The estimated cost of this project is $1,300,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
George Baldwin
F. B. Klaboe
R. L. Schroeder
Gary Ross
Gary Sund
L. H. Young
V. E. Skoog
D. H. Moehring
H. S. Cox
L. W. Rulien

RECEIVED
FEB 10 1972
FORM 8-80 (12-67)

EPS-
SU-4(6)
76

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1972

To: Mr. Frank Morgan
Construction Engineer

BUILDING

NOTED
F. B. KLABOE

SUBJECT: Greenburg Road Interchange Project
Beaverton-Tigard Highway
Contract No. 7696
Footpaths and Bicycle Routes

The following items are chargable to footpaths and bicycle trails on the subject project.

Item No.	Item	Unit	Quantity	Concract Price	Total
36	Concrete Walks	Sq.Yd.	1,000	5.50	5,500
46 thru 62 incl.	Structure Items	-	* 19%	339,044	64,420
					69,920

*Percent of sidewalk area to total area of structure.

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

CGS:jg
cc: F. B. Klaboe
Verne Skoog
C. G. Swenson
L. H. Young

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

January 20, 1972

Metzger Water District
6501 S. W. Taylors Ferry Road
Portland, Oregon 97223

ATTENTION: Mr. Tom Keeler
Superintendent

Re: Consulting Engineers Agreement
Water Facilities Relocation
Greenburg Road Interchange Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

The Agreement for Engineering Service between Metzger Water District and Carter, Bringle and Associates, covering the engineering services required to relocate the District's facilities in conflict with the subject project, has been approved by the State. This will confirm our verbal authorization to proceed with engineering services as of November 16, 1971.

The relocation plans and estimate being prepared for the adjustment of your facilities should be submitted to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202.

Reimbursement for the engineering service performed on and subsequent to November 16, 1971, will be made subject to the provisions of PPM 30-4 and PPM 40-6 upon receipt of an itemized statement of charges. All billing should be forwarded through and approved by the District.

The beginning and completion dates of the engineering services and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: Carter, Bringle & Associates

A. E. Johnson
R. E. Simpson w/attach
V. E. Gallagher
L. W. Rulien
J. W. Cochell
R. H. Rumbolz

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

EPS-SU-466(10)

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. Walter Hart

DATE: January 6, 1972

In reply refer to: 10-35.6

7676 Hartwell

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EPS-SU-466(10)
Greenburg Road Interchange

CY Bridge 1-10-72

Advance design plans submitted with a copy of Mr. Ellison's December 22 letter to Mr. Rulien have been reviewed and are approved. We note that you have changed the width of the sidewalks from what was approved on the preliminary plans.

Attached is one set of approved drawings.

Attachment

1-7-72
REFERRED TO
Johnson
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOM EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
DEC 2 1 1971
OF
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

EPC
SW-166
-696

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member

JOHN W. McKEAN
State Game Director

December 20, 1971

cc: F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
L. W. Rulien (2)
C. T. Keasey (2)

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

This is in regard to your letter of November 23 which referred to the plans of the following projects:

1. Greenburg Road Interchange Section
   Beaverton-Tigard Highway, Washington County

2. Lavadoure Creek Section
   Tiller-Trail Highway, Douglas County

There do not seem to be any serious conflicts with fishery resources or habitat, and the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski
ae

R. O. Koski
Fishery Staff Specialist

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:ae

cc: Director FCO
A. Olson
Terpin
T

RECEIVED
DEC 21 1971
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receive Stamp ☐
Do not file ☐
Per ... ____
Bring up ____/____/____
Other ____

NOTED
F. B. KLABOE

RECEIVED
DEC 21 1971
FOR FILING

FORM E-20-X 12-67

EHC
611-462.(20)
7676

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1971

To: Mr. L. W. Rulien
Region Engineer

SUBJECT: Borrow Source
Greenburg Road Interchange
Beaverton-Tigard Highway

It is the consensus that we should exercise an option on the Gary Lewis pit in line with Alternate 2 outlined in your letter of December 15. This is especially the feeling of the Legal Counsel.

Attached for your information is a rough draft of specifications covering borrow for the Greenburg Road Interchange. Also attached is a copy of an option taken in Eastern Oregon which you could use for a pattern if you need to.

ORIGINAL SIGNED
VICTOR D. WOLFE

Victor D. Wolfe
Location Engineer

APPROVED
F. B. KLABOE

Att.

VDW:mc

cc F. L. Hall
F. S. Klaboe

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 12-47

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON

BY (Signature)
MR. YOUNG'S DECEMBER 6, 19

TITLE
PROGRAM & PLANNING ENGINEE

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1 * EM NOS. ___ THRU ___		STAGE 2 ITEM NOS. 1072 THRU ___		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION / WORK
072	EPS-SU-466(10)	0.0	1,300,000	826,100	GREENBURG ROAD INTERCHANGE — GRADE, D… TYPE PA… UNDERCR… STRUCTU… RELATED… CONSTRU… DIAMOND…

RECEIVED
DEC 14 1971
OFFICE OF
STATE H… ENGINEER

NOTED

12-15
Yours

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONS… PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY … IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED … STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 197… OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
DEC 21 1971
FOR FILING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-13-71	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any m… tion on the part of the Federal Government to provide Federal funds for the undertaking.

ON NUMBER 12-47

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-13-71

BY (Signature): Mr. Young's December 6, 1971 letter

TITLE: Program & Planning Engineer

SS OF FEDERAL FUNDS

AI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 2
ITEM NOS. 1072 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
0.0	1,300,000	826,100

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
Greenburg Road Interchange	Grade, Drain, High Type Pavement, one undercrossing structure and related work to construct one full diamond interchange.

RECEIVED
DEC 14 1971
OFFICE OF
STATE PROGRAM ENGINEER

NOTED
F. B. KLOBEN

NOTED
12-15-71
Young

HORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION
N BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN.
EQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN
R THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS
ULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
ATURE AND TITLE	DATE	SIGNATURE AND TITLE	
	12-13-71	FOR: DIVISION ENGINEER	

orization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
DEC 7 - 1971
FOR FILING

EPS-
SU-466(10)
7696

December 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Secondary Project, Item No. 1072, Project No. EPS-SU-466(10), "Greenburg Road Interchange Section", which we desire to have included in the Federal-aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our intention to receive bids for this project on Jan. 27, 1972.

This project qualifies as an "EPS" project since it falls under both Section (e), "Emergency Highway Safety Project" and Section (a), "Projects to Stimulate Jobs in Area of High Unemployment", of IM 30-5-71 based on the data that follows:

(A) Twenty-two accidents occurred within the existing at-grade crossing from 1967 through the first 9 months of 1971. A copy of the accident analysis/ collision diagram for the period mentioned is enclosed. There were five accidents during the first 9 months of 1971 which in the opinion of the Highway Division places the intersection in the upper priority rating of necessary safety projects. The project will eliminate the present traffic conflicts and will eliminate the intersection-type accidents.

(B) Enclosed is a copy of page 5 and page 17 from October, 1971, "Area Trends in Employment and Unemployment", by U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Portland (Clackamas, Multnomah, and Washington Counties, Oregon; Clark County, Washington) labor area defined as one of substantial unemployment.

Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969, the effective date of current PPM 20-8, for Projects S-466(1) and SU-466(4) under which the major right-of-way acquisition and roadway construction of this section of highway was accomplished. This interchange was shown as future construction on the plans for the aforesaid projects; therefore, it is considered a part of the ultimate design of the facility even though accomplished under a separate project. A copy of the memo to file, dated February 16, 1971, with facts attesting to the aforesaid statement was forwarded to FHWA under separate cover.

State and District Clearinghouses' reviews of this project are not required under the provisions of paragraph 2(b) of IM 50-1-70 as a substantial amount (+90%) of the right-of-way was acquired prior to September 30, 1969.

An Environmental Statement is not required under PPM 90-1 since design approval was granted prior to January 1, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

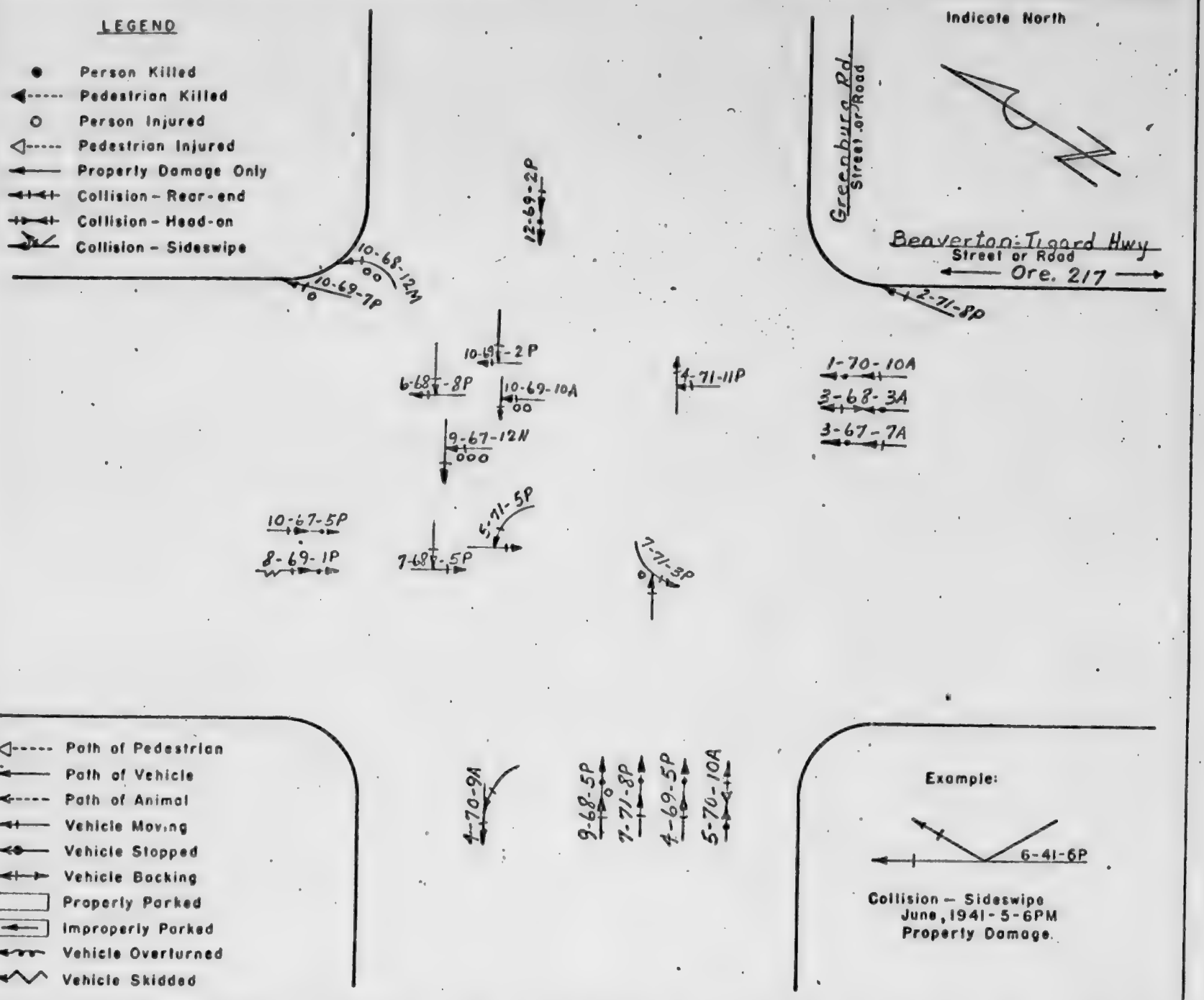
L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

Oregon State Highway Division
Traffic Engineering Section
Accident Analysis

COLLISION DIAGRAM

City of _____ County Washington
Intersection of Beaverton-Tigard Hwy and SW Greenburg Rd.
Highway Number 144 (Ore. 217) MP 4.95
Period Covered 3-1-67 to 9-30-71
Compiled by MM Drawn by _____ Date 11/18/71



Collision Type	3-1-67 to 12-31-67				1968-1969				1970				9 Mos. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1		1		1	3	4							1	1		2	4	6
Head-on																				
Rear-end			2	2		1	3	4			1	1			1	1		1	7	8
Sideswipe																				
Turning Movement											1	1		1	1	2		1	2	3
Parking																				
Non-collision																				
Fixed Object						2		2							1	1		2	1	3
Pedestrian																				
Backing							1	1			1	1							2	2
Misc.																				
TOTAL		1	2	3		4	7	11			3	3		1	4	5		6	16	22

Form E-260 — 2M — 11-45 5/70

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

From: AREA TRENDS Oct. 1971

Areas of Substantial Unemployment (continued)

Except as noted, for procurement purposes these classifications are effective November 1, 1971

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY and PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN and GLOUCESTER COUNTIES, N. J.)

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY) (See New York-Binghamton)
		Puerto Rico
	X	Aguadilla (Aguada and Aguadilla Municipalities)
	X	Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
	X	CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
	X	Carolina (Carolina and Loiza Municipalities)
	X	Cayey (Aibonito and Cayey Municipalities)
	X	Corozal (Corozal Municipality)
	X	Dorado (Dorado Municipality)
	X	Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
	X	Guayama (Arroyo, Guayama, and Pitillas Municipalities)
	X	Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
	X	Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villaba Municipalities)
	X	Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
	X	Maunabo (Maunabo Municipality)
	X	MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
	X	Naguabo (Naguabo Municipality)
	X	PONCE (PONCE MUNICIPALITY)
	X	Quebradillas (Quebradillas Municipality)
	X	Salinas (Salinas Municipality)
	X	San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
	X	Toa Alta (Toa Alta Municipality)
	X	Toa Baja (Toa Baja Municipality)
	X	Trujillo Alto (Trujillo Alto Municipality)
	X	Vega Alta (Vega Alta Municipality)
	X	Vega Baja (Vega Baja Municipality)
	X	Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

NOTED
R. D. ASBURRY

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-6-71

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–65	SR 217 0.10 mi. NW of City of Tigard	ADT	PRESENT	18,000	FUTURE (66)–(70)	49,000	YEAR (71)–(72)	91	RE				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 26–62	Gr., Dr., H.T. Pave. & 1 Str.	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)–(73)	EPS	PL. AUTH YR (74)–(75)		PR 14
CARD 4	CLASS OF FEDERAL FUNDS	Secondary										COUNTY NAME				
	NAME OF URBAN AREA 17-31	Portland										ROUTE NO.	S	FEDERAL-AID	628	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)–(76)
5					**PE**		SR 217 0.10 mi. NW of city of Tigard			
5					**ROW**					
5					**CONST** (CODE) Safety		(Greenburg Rd. Intchge. Section)	0.0	1,300,000	826,100
							PROJECT TOTALS	0.0	1,300,000	826,100

(16) (23)–(24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

REMA

Add
S-4

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-6-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d (65)	ADT	18,000	49,000 (66)(70)	91 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(8)	1072 (14)(18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	EPS (72)(73)	(74)(75)	EPS-SU- (14 23)	466(10) (7 13)		(24)(26)	27

COUNTY NAME: Washington — CODE: 067 (14)(18)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 628 (32) — STATE: 144 (36)(37) — U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54)(58)	(59) (66)	(67) (76)			Gr., dr., H.T. pave. ramps & leg (Greenburg Rd.) & const. u'xing str. (length 211', HC 64') to provide full diamond intchge. Install necessary traffic signs and median barrier.
hge.						
	0.0	1,300,000	826,100	473,900		ROW-180' min.; Access Control-partial; Parking Restrictions-complete.
CT LS	0.0	1,300,000	826,100	473,900		
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 724 and 919; Projects S-466(1) & SU-466(4), respectively.

-OVER-

USCOMM DUSCOMM-DC 44905-P61

GREENBURG ROAD INTERCHANGE SECTION

REMARKS - Continued

Project Data: The project consists of grading and draining high-type pavement of "ON" and "OFF" ramps and Greenburg Road plus the construction of one undercrossing structure to provide a full diamond intchge. Installations of necessary traffic signs. Installation of approximately 1100' of median barrier in the existing median area of the Beaverton-Tigard Highway (existing 4-12' lanes, 10' shoulders and 16' median). Extend double 12'x9' reinf. conc. box culvert under "B" ramp deceleration lane.

NOTE: Illumination and landscaping will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

This project qualifies as an "EPS" project since it falls under both Section (e), "Emergency Highway Safety Project" and Section (a), "Projects to Stimulate Jobs in Areas of High Unemployment", of IM 30-5-71.

There has been 22 accidents at this intersection from 1967 through the first 9 months of 1971 with 5 of the accidents occurring the first 9 months of 1971. This project will eliminate the present traffic conflicts and will eliminate the intersection type accidents.

Roadway: (Existing) Type Code 6204.

Structure: Br. No. 13574; Hwy. under hwy.; prestressed beam; length 211'; H.C. 64'; 8' walks both sides (Type Code X781, est. cost: $440,000).

Public Hearing: Held April 12, 1960.

Design Approval: Overal
Secondary Road Plan prio
PPM 20-8, for Projects S
way acquisition and road
This interchange was sho
aforesaid projects; ther
of the facility.

State and District Clear
IM 50-1-70 as a substant
to September 30, 1969.

Environmental Statement:
granted prior to January

high-type
e construc-
nd intchge.
approximately
Beaverton-
median).
p deceleration

parate project
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on even though
eparate project

2(2), on this
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under both Sec-
(a), "Projects to
-71.

7 through the
he first 9 months
conflicts and

eam; length 211';
$440,000).

Design Approval: Overall design approval was considered given under the Secondary Road Plan prior to January 18, 1969, the effective date of current PPM 20-8, for Projects S-466(1) and SU-466(4) under which the major right-of-way acquisition and roadway construction of this section were accomplished. This interchange was shown as future construction on the plans for the aforesaid projects; therefore, it is considered a part of the ultimate design of the facility.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70 as a substantial amount (+90%) of right-of-way was acquired prior to September 30, 1969.

Environmental Statement: Not required under PPM 90-1 as design approval was granted prior to January 1, 1970.

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

Metzger Water District
6501 S. W. Taylors Ferry Road
Portland, Oregon 97223

December 6, 1971

ATTENTION: Mr. T. A. Keeler

Re: Accommodation of Water Facilities
Greenburg Road Undercrossing Structure
Greenburg Road Interchange Section
Beaverton-Tigard Highway
Washington County

Gentlemen:

Reference is made to the letter from Carter, Bringle and Associates, dated November 16, 1971, which requested accommodation of a 12-inch water main on the east side of the proposed subject structure. The letter also requested accommodation of a 24-inch water main on the west side of the structure.

The request has been reviewed by our Bridge Section and it has been determined that the 12-inch main can be accommodated on the east side of the structure. It was also determined that the 24-inch water transmission line could not be accommodated on the structure.

Preliminary plans of the structure and its approaches will be supplied to the District and its consultants as soon as they become available. If further information or assistance is required, please contact Mr. R. H. Rumbolz, 9200 S. E. McLoughlin Boulevard, Portland, Oregon 97222, telephone 654-7741, extension 262.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: Carter, Bringle and Associates
319 S.W. Washington Street
Portland, Oregon 97204
Attn: Mr. Eldon R. Carter
A. E. Johnson
I. D. Merchant
L. W. Rulien
Frank Terpin
T. G. Thompson
D. O. Christenson
R. H. Rumbolz

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 - 1971
FOR FILING

EPS
OU-466(-)
7696

December 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

441

Dear Mr. Simpson:

Re: Oregon Project US-466(-)
Greenburg Road Interchange
Bridge No. 13754
Your File 08-35.6

In your November 19 letter approving the preliminary plan for this structure, you raised a question on the recommended piling lengths at Bent 2.

The piling length recommendations were discussed with Mr. Luckeroth of your office. After this discussion, Mr. Luckeroth indicated an acceptance of the piling lengths as recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant

WJH:ag ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 19, 1971

In reply refer to: 08-35.6 =

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project US-466(-)
Greenburg Road Interchange
Bridge No. 13754

We have reviewed the preliminary plan and foundation report submitted by your letter of November 12, 1971.

The bridge plan and foundation recommendations are approved as submitted except for the length of piling recommended at bent 2. Although there is no test hole near bent 2, a projection of the strata between test holes #1 MD and #2 MD indicates the need for an additional 5'-7' of length to acquire the design bearing. We ask that you restudy the length of piling recommended at bent 2.

Your proposed type of structure seems particularly well suited to the site.

RECEIVED
NOV 29 1971
BRIDGE DIVISION

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

NOV 26 1971

OREGON STATE HIGHWAY DIVISION

EPS-
21-1466(12)
1696

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 23, 1971

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting January 27, 1972.

1. Greenburg Road Interchange Section
   Beaverton-Tigard Highway, Washington County

2. Lavadoure Creek Section
   Tiller-Trail Highway, Douglas County

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

cc: F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
L. W. Rulien (2)
C. T. Keasey (2)

Enclos.

NOTED
F. B. KLABOE

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

NOV 4 1971

FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Information
Info-Ed.
Surname

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 23, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting January 27, 1972.

1. Greenburg Road Interchange Section
   Beaverton-Tigard Highway, Washington County

2. Lavadoure Creek Section
   Tiller-Trail Highway, Douglas County

No streams involved
gravel removal adjacent to streams or in stream bed ?

Your special attention and recommendations will be appreciated.

cc's sent 12/9/71
F. B. Klaboe
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
L. W. Rulien (2)
C. T. Keasey (2)

RECEIVED
DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer
By:

Frank L. Hall
Design Engineer

SNR 12-6-71

Enclos.

Dear Frank,
No. 1 above has no stream involved.
No. 2; Mr. Sample of your office indicated that the material source and stock pile site are in near the river thus we are concerned. The Oregon State Game Comm. is active in this area therefore we will concure with their recommendations. Burt Carnegie

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NOV 12 1971
FILING
EPS-
SU-466(.0)
7696

November 12, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Greenburg Rd. Interchange
S.P.R.R. Oxing - Pacific Hwy. West Section
Beaverton-Tigard Highway
Bridge No. 13754

Attached are two prints of Drawing No. 27564 which is the preliminary plan and elevation drawing for the proposed structure. Also attached are two prints of the 1"=100' scale plan of the interchange, the grade-line profiles, and the foundation report, including Drawing No. 27593.

An overall structure width of 78'-5" is required to accommodate a 64-foot roadway width plus two 5-foot sidewalks. The 64-foot roadway width provides for two traffic lanes in each direction, a left-turn refuge, and minimal width shoulders. The sidewalks will be separated from the roadway by a 6" rail. Guardrail will be attached to the 6" rail at each corner of the structure and terminated in a safe manner. Grade lines have been established to provide a minimum of 17 feet of vertical clearance over the Beaverton-Tigard Highway.

The proposed type of structure will not require falsework over the heavily traveled Beaverton-Tigard Highway. Greenburg Road will be closed to traffic, thereby eliminating any at-grade crossing in the construction area. The sequence of bridge construction will be:

1. Construct substructure.

2. Support prestressed beams on falsework adjacent to the center bent. This falsework will be located in the existing median area.

3. Pour the deck, except for closure at Bent 2.

4. Pour the x-beam and deck closure at Bent 2.

5. Post-tension entire length of structure longitudinally.

The estimated cost of the proposed structure is $440,000. Alternate designs considered were precast pre-stressed bulb-tee spans at an estimated cost of $475,000 and steel-girder spans at an estimated cost of $570,000. All above estimates are based on cost per square foot of deck area and include an allowance for engineering and contingencies.

These data are being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

LLW:ag kmb
Attachments

bc: R. L. Porter
Tom Edwards
I. D. Merchant w/attachments

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NOV 10 1971

FOR FILE

EPS-
S11-466(1)
7696

Salem, Oregon
November 9, 1971

Mr. J. R. Oakes
Asst. R/W Engineer

BUILDING

Programming
Greenbury Road Interch.
Beaverton-Tigard Highway
Washington County

The acquisition of the additional areas required for right-of-way for the construction of the subject interchange is included in the Beaverton S. City Limits-Pacific Highway Section, Project No. S-466(1). This is a secondary right-of-way project, and since the right-of-way required for the construction of this interchange is included in the project as programmed and previously authorized, no further action from the Federal Highway Administration is required and acquisition of the additional parcels can be undertaken. We will submit a modification of project agreement for the increase in cost of the project for these additional parcels if necessary.

L. H. Young
Program and Planning Engineer

CL:dg

cc R. M. Chase
M. Mitchell
M. Kanz
C. R. Nelson

RECEIVED
NOV 5 - 1971

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
F. L. Hall
L. W. Rulien

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 3, 1971

Washington County Dept. of Public Works
232 N.E. Lincoln
Hillsboro, Oregon 97123

Attn: Mr. John F. Crockett, Chief
Engineering Division

Dear John,

Herewith for your consideration are four copies of a proposed agreement dealing with construction of the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

This agreement generally provides for construction and maintenance of the project by State. The County is to assume all jurisdiction of the portions of Greenburg Road and the connecting frontage roads lying outside the access control lines. The County is to coordinate the improvement of Greenburg Road to a four-lane facility, northerly of the project to the entrance of the Southwest Center Development, with construction to be in conjunction with State's contract. This project is currently scheduled for contract at the January 27, 1972 bid opening.

Please study the providions of the proposed agreement and, if acceptable, present it to the Board of County Commissioners with your recommendation of approval. Request the Board to sign three copies, have the Director of Records and Elections attest, affix the County Seal, and forward the three signed copies to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully executed copy will be returned for your permanent records.

Thank you for your interest and cooperation in this matter. If we can be of any assistance, please feel free to call 378-6514.

Very truly yours,

R. L. Porter
State Highway Engineer

By Maynor

RECEIVED
NOV 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

H. S. Cox
County and City Engineer

MCH:ljt
Encl.

Form E-123

RECEIVED
NOV 1 1971

FORM S-20 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 1, 1971

EPE-
SU1-46
7696

To: F. B. Klaboe
Asst. State Highway Engineer

SUBJECT: Possible Illumination
Greenburg Road Interchange
Beaverton-Tigard Highway

One of the projects on the January 27 contract schedule is construction of the Greenburg Road Interchange on the Beaverton-Tigard Highway. This replaces the existing signalized intersection. The question arises as to whether illumination should be included in this project.

I would recommend that we install illumination at this intersection. The interchange in the Beaverton area and the one at Progress are illuminated.

If you approve, we will work with the bridge section to implement this lighting.

L. E. George
Operations Engineer

LEG:lp

orig returned to George

RECEIVED
NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

11-2-71
Bond. Put the conduit in - but no illumination until later.
FBK

RECEIVED
[illegible]
ENGINEERING UNIT
SPR-
SH-166(1)
7696

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1971

SUBJECT: Greenburg Road Interchange
Beaverton-Tigard Highway
Washington County

To:

MEMO TO THE FILES

We have determined that our original centerline for Greenburg Road, as run in the field, lies 22 plus feet east of the existing west line of Greenburg Road at Station 13+50. This is the most northerly point to which the State has agreed to construct. By agreement with Washington County and Winmar Corporation, we were to locate our centerline 22 feet from the west line or 38 feet from the east line. Therefore, we feel that our centerline satisfies this agreement.

We note that in the field there is a County line run some 10 feet west of our centerline which would not appear to satisfy this agreement.

We are proceeding with our centerline as run in the field with the expectation that Washington County will connect to it at Station 13+50. This will probably require an angle point near this station since existing Greenburg Road has several angle points in this area.

A. D. Olson
Preliminary Design Engineer

DNS:jp
cc: F. B. Klaboe
John Crockett, Chief, Engineering Division, Washington County
L. W. Rulien

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1971
FOR FILING

EPS-
SU-466(10)
7676

September 28, 1971

441°

Mr. Ralph V. Cardinal
3535 S. W. Buddington Street
Portland, Oregon 97219

Dear Mr. Cardinal:

Re: Greenburg Road Interchange, Beaverton-Tigard Highway, Washington County

This is in reply to your letter of September 8 regarding clarification of right-of-way responsibility at the proposed Greenburg Road Interchange.

Rather than sign your enclosed declaration, which is in the form of a negative statement, I prefer a restatement in the affirmative from the State's viewpoint as follows:

"The Oregon State Highway Division will be responsible for providing right-of-way from our highway facility north to the northerly line of Tax Lot numbered 2900 I S I 35Ba Washington County, Oregon tax records. Other necessary right-of-way for the improvement of Greenburg Road will be the responsibility of other parties."

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: John Crockett, Washington County
Gordon R. Martin, 12265 S. W. 72nd Avenue, Portland
R. L. Porter
Tom Edwards
F. L. Hall
L. W. Rullen

DNS:jp srb

Mr. Ralph V. Cardinal
3535 S. W. Buddington St.
Portland, Oregon 97219
September 8, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr, Klaboe:

Subject: Greenburg Road Interchange
Beaverton-Tigard Highway
Washington County

In your letter of August 31, 1971 you state:

"The necessary additional right of way east of Station 15+20 is to be provided by the Winmar Corporation."

May I respectfully request that we have an understanding defined by a description of land.

"It is understood that Winmar Incorporated shall not provide any right of way South of the Northerly line of the Tax Lot numbered 2900 I S I 35Ba Washington County, Oregon tax records."

Your approval of this clarification with your signature would be greatly appreciated.

Sincerely

Ralph V. Cardinal

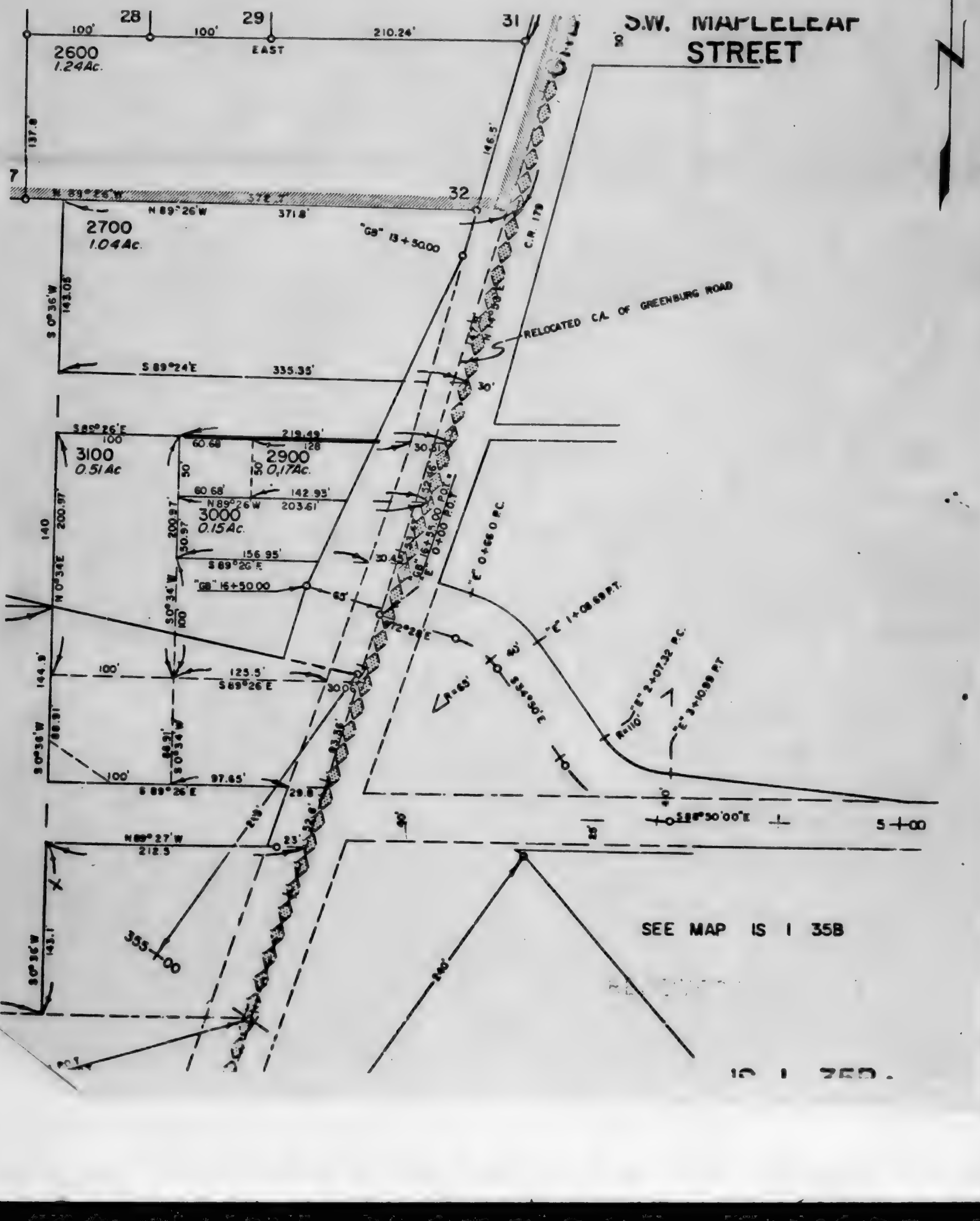
cc John Crockett, Chief, Engineering Division
Washington County
Gordon R. Martin

Approved by _____

Mr. F. B. Klaboe
Assistant State Highway Engineer

The sketch below is made solely for the purpose of assisting in locating said premises and the Company assumes no liability for variations, if any, in dimensions and location ascertained by actual survey.

Pioneer National Title Insurance Company
Title and Trust Division



RECEIVED

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Greenburg Road Interchange
Highway: Beaverton - Tigard
County: Washington
Prefix: 134-1409-910

Res. Engr. J. Cochell
Approx. Length
Sta. to Sta.
Date 9-28-71

Mean Truck A.D.T. 132
Traffic Coefficient 8.1
18 kip s. a. per day 51.3
(1)

Annual Precipitation 44"+
Frost Penetration - - -
CBE Total Requirement 27.0"

Typical Soil

29	LL
5	PI
98	%P 10
83	%P 200
2	% Gravel
4	% C Sand
12	% F Sand
61	% Silt
21	% Clay
10	R Value
A-4	AASHO Classif.

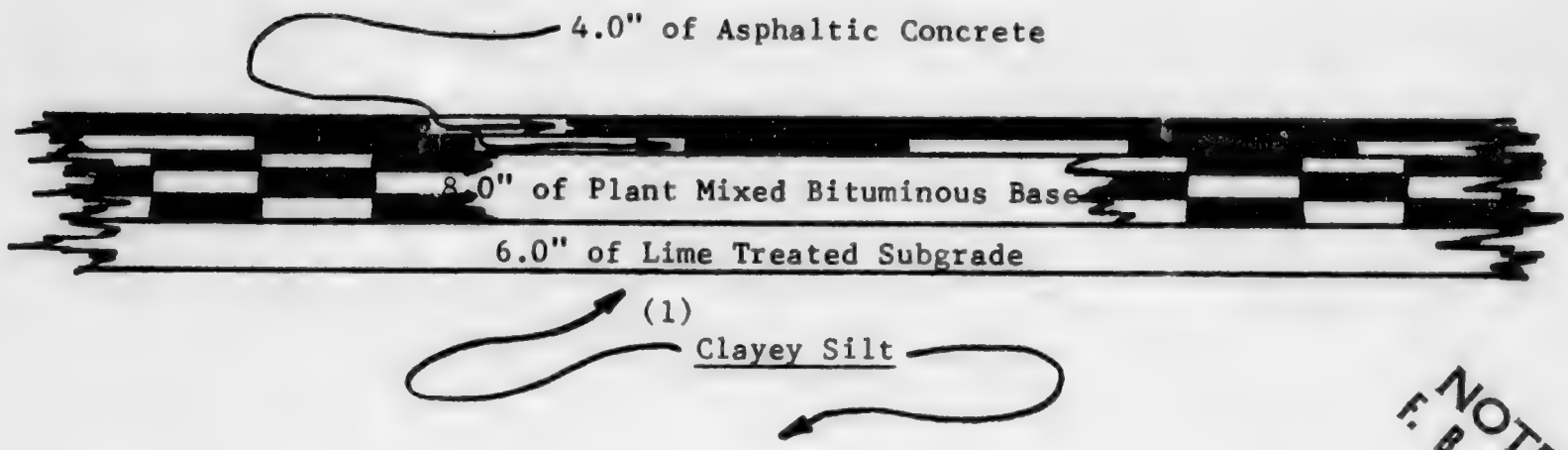
Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
8.0	4.0	A.C.
14.5	8.0	P.M.B.B.
5.0	6.0	L.T.S.
27.5	18.0	

STRUCTURAL SECTION

Lines GB, A, B, C, & D



NOTED
F. B. KLABOE

See Page 2 for remarks.

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Program and Planning Engineer

Approved by Asst _____ Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Location Engineer

SECTION: Greenburg Road Interchange

HIGHWAY: Beaverton - Tigard

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	3.0"	---	7.0"	6.0"	24.0"	19.5"
6.0 - 7.0	3.0"	---	---	10.0"	6.0"	21.0"	19.0"
4.8 - 6.0	2.0"	---	---	8.5"	6.0"	17.5"	16.5"
Cars Only	2.0"	---	---	9.0"	---	13.0"	11.0"

Remarks:

Surfacing thickness requirements are based on the heaviest traveled legs in the Interchange.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Greenburg Road Interchange

HIGHWAY: Beaverton - Tigard

COUNTY: Washington

6800 Present ADT (19 70)

2.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	124	2.3	285	205	450	92,250
3	36	2.3	83	60	1000	60,000
4	4	2.3	9	7	1250	8,750
5	14	2.3	32	23	3180	73,140
6	--	---	--	--	2570	- - -
				295	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 234,140

TWENTY YEAR EWL 4,682,800

TRAFFIC COEFFICIENT 8.1

SECTION: Greenburg Road Interchange

HIGHWAY: Beaverton - Tigard

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair_____ Poor_____
   Remarks: _____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not a consideration.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: Not a consideration.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison has been made for this section, see Item 10. This is a design for a short section consisting of interchange ramps.

RECEIVED
SEP 16 1971

FORM E-80-X (12-67)

ERS-
SU-4166(10)
7696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

SUBJECT: Sign Study Plans
Greenburg Road Interchange
Beaverton-Tigard Highway
Washington County

To:

Val Johnson
Traffic Control Engineer

B u i l d i n g

Returned herewith are the approved "as noted" plans for the subject interchange. The plans call for the addition of signing at the intersection of Shady Lane and Greenburg Road. The "as constructed" plans show a sign No. 29 on Drawing No. S406. This signing should be adequate and no additional signs would be needed on this contract.

Upon completion of this project, Highway 217 through to the Sunset Highway will be to freeway standards. As I interpret the present freeway manual and the upcoming MUTCD, an interchange such as this would call for exit number.

I question the advisability of signing to "Greenburg". Our present signing indicates only "Greenburg Road" and I wonder if a motorist would be able to determine when he had arrived in, or passed through, Greenburg.

Robert N. Bothman
Maintenance Engineer

By ORIGINAL SIGNED BY JAMES J. GIX

James J. Gix
Bridge & Sign Maintenance Engineer

JJG:ib
Enclosure

cc E. S. Hunter

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 - 1971
FOR FILING
EHS-
SU-466(10)
7696

August 31, 1971

Mr. Ralph Cardinal
3535 S.W. Buddington Street
Portland, Oregon 97219

Dear Mr. Cardinal:

Subject: Greenburg Road Interchange
Beaverton-Tigard Highway
Washington County

In my letter to you of August 26 on the Greenburg Road Interchange, I inadvertently made an error in the Station 15+75 quoted in the last sentence. The sentence should read thusly:

"The necessary additional right of way east of Station 15+20 is to be provided by the Winmar Corporation."

Thank you for bringing this to my attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

DNS:jo kw

cc John Crockett, Chief, Engineering Division
Washington County
Gordon R. Martin

bc R. L. Porter
Tom Edwards
Victor Wolfe
Frank L. Hall
L. W. Rullen

RECEIVED
AUG 27 1971
FOR FILING

EPS-
E1-466(10)
7696

August 26, 1971

Mr. Ralph Cardinal
3535 S. W. Buddington Street
Portland, Oregon 97219

Dear Mr. Cardinal:

Re: Greenburg Road Interchange, Beaverton-Tigard Highway, Washington County

Reference is made to the meeting held in my office on August 23 with you and John Crockett, Washington County Engineer, concerning the Greenburg Road interchange.

It was decided that Greenburg Road would be four laned utilizing a 64-foot curbed section contained in a 77-foot right-of-way. The right-of-way was to be established by holding the existing easterly right-of-way line of Greenburg Road, establishing the new roadway centerline 38 feet therefrom, and continuing another 39 feet to a new westerly right-of-way line.

It is agreed the Highway Division is committed to construction of four lanes as far northerly as Station 13+50 on Greenburg Road. The necessary additional right-of-way east of Station 15+75 is to be provided by the Winmar Corporation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: John Crockett, Washington County
Gordon R. Martin, 12265 S. W. 72nd Avenue, Portland, OR
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
L. W. Rullen

DNS:jf srb

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 19, 1971

To: MEMO TO THE FILES

SUBJECT: Greenberg Road Interchange
Beaverton-Tigard Highway
Washington County

On Wednesday, August 18, Mr. Ralph Cardinal of Winmar Company visited me to discuss the Greenberg Road Interchange. He stated that he had talked with the County in an attempt to establish their needs for right of way along Greenberg Road adjacent to the Winmar development. He said he could make no headway with them and requested that I establish a centerline for Greenberg Road and a right of way width.

I told Mr. Cardinal that I had no authority to do this so he asked who he might see who did. I told him the only one present at the time was Mr. Porter. I took him to Mr. Klaboe's secretary to see if Mr. Porter was available. I do not know what action was taken after this point.

done
s to write
Dm
agreement

D. N. Stoudenmeyer
Preliminary Design Supervisor

DNS:jp
cc: F. B. Klaboe

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

EPS-
SLI-466(01)
7696

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 29, 1971

Department of Public Works
232 N N.E. Lincoln
Hillsboro, Oregon 97123

Attn: Mr. Ken Meng
Director of Public Works

Gentlemen:

Reference is made to your June 24, 1971 letter and our prior correspondence of May 12, 1971 and June 18, 1971 regarding Greenburg Road Interchange on the Beaverton-Tigard Highway. This reference deals with the County's plan for four-laning of Greenburg Road adjacent to the Beaverton-Tigard Highway, and also the centerline location of Greenburg Road.

In our June 18 letter, reference was made for consideration and temporary closure of Walker Road during the interim of construction, whereas your June 24 letter refers to Greenburg Road closure.

Please clarify this matter at your earliest convenience and reply in this regard.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

DWH:ljt

cc: L. W. Rulien, w/att.

bc: B. Klaboe, "
F. L. Hall, "

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Washco
(Ry 7/13/65 agree)

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

June 24, 1971

Oregon State Highway Division
City-County Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

It is our understanding that the Oregon State Highway Division is contemplating the construction of the interchange on Highway #217 at Greenburg Road with said construction to commence in the winter of 1971, and be completed in the spring of 1972. It is further our understanding that the Oregon State Highway Division has inquired as to the county's position on the closure of Greenburg Road during the period of construction.

Not So!

This matter was considered by the Washington County Board of Commissioners at their regular meeting Tuesday, June 22, 1971 and said Board by Minute Order #71-301 indicated their concurrence with the closure of Greenburg Road on either side of Highway #217 during the period of construction of the interchange. Accordingly, this may be reflected in agreements which will subsequently be submitted to the county.

Very truly yours,

Ken Meng
Director of Public Works

KM:le
cc: Steve Telfer, City of Tigard
County Administrative Officer

cc: Klabo
Rulien
Hall

RECEIVED
COUNTY & CITY SECTION
JUN 28 1971
☑ ENGR. ☑ OPER. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
JUN 21 197
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 18, 1971

7696

Department of Public Works
232M N.E. Lincoln St.
Hillsboro, Oregon 97123

Att. Mr. John Crockett, Engr.

Dear Sir:

Comes again the matter of Greenburg Road Interchange on the Beaverton-Tigard Highway and our request for data from you showing County centerline location and proposal for four-laning the adjacent sections of Greenburg Road.

We would also request your consideration and approval of a temporary interim closure of Walker Road when the new structure is being constructed.

Very truly yours,

H. S. Cox
County and City Engineer

By D. N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:lat
cc L. W. Rulien
bc F. B. Klaboe
F. L. Hall, att. F. E. Terpin

RECEIVED
MAY 26 1971
FOR FILING

E.P.S. -
SU-4466 (A)
7696

May 25, 1971

Mr. Mark J. Brunner
Winmar Company, Inc.
650 California Street
San Francisco, California 94108

41154

Dear Mr. Brunner:

Re: File No. 32422, Denny Road-Pacific Highway East, Beaverton-Tigard Highway, Washington County

This is in reply to your letter of May 14 concerning possible sale of State property located at the intersection of S. W. Locust Street and the Beaverton-Tigard Highway.

It has been determined by our field office that our future construction will not require any of this excess property. We are therefore in a position to dispose of this parcel in the normal manner, and we will advise our Property Management Section to do so.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
W. H. Haskin - Enc.
L. W. Rulien
DNS:jp srb

RECEIVED
JUN 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 24, 1971

File No. 32422

SUBJECT: Denny Road-Pacific Highway East
Beaverton-Tigard Highway
Washington County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Herewith correspondence on the subject file. This parcel was originally recommended for retention on December 22, 1970. It has been circulated again, as of May 21, 1971, with the following results.

The Region office recommends sale with no access to the highway and a sign and junkyard clause. The Region has furnished a sketch map showing the proposed slopes which do not require any of this property. Preliminary Design, Traffic, Landscape, Parks and Maintenance concur with this but Location and Construction recommend retention until construction is completed, as is our normal policy.

Our future slopes have been double checked and in order to allow orderly development of the properties in this area I recommend sale of this parcel at this time.

Approved 5-25-71
F. B. Klaboe
Asst. State Hwy. Engr.

Frank L. Hall
Design Engineer

DNS:jp
Attach
cc: W. H. Haskin

File sent to Hall, copies to Haskin files 5-25-71

WINMAR COMPANY, INC.
A SAFECO COMPANY
650 CALIFORNIA STREET · SAN FRANCISCO, CALIFORNIA 94108 · TELEPHONE (415) 982-3870

May 14, 1971

Mr. Fred B. Klaboe
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Southwest Center
Beaverton-Tigard Expressway & Greenburg Rd.
Progress, Oregon

Dear Mr. Klaboe:

In our last meeting, we expressed our desire to purchase a triangular parcel of land which is part of the Highway 217 right-of-way. This letter is to confirm our request to purchase said parcel of land legally described as Tax Lot 1300, Washington County Map 1S 1 35B.

Adjacent parcels of land are under our control through purchase agreements in the name of Mr. Gordon Martin and are as follows:

1. Adjoining the east boundary: Parcel 1400
2. Adjoining the north boundary: S.W. Locust Street, which we will ask Washington County to vacate. We also control parcels #1100, #1101, and #1102 north of S.W. Locust Street.
3. Adjoining the west boundary: A small parcel of land which is all of the land in the N.W. ¼ of Section 35 east of State Highway 217.
4. The remaining west and all of the south boundary is the State Highway right-of-way.

There is another parcel of land further north which we also desire to purchase. However, I will cover that in a later separate letter.

We are prepared to agree to certain repurchase rights which you have requested in the event of widening of Highway 217. You probably have standard forms for such an agreement. Perhaps you could forward copies to us for our review.

I will be calling you early next week in case you have some questions.

WINMAR COMPANY, INC.

Mark J. Brunner

MJB/jb

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HPS-
SU-466(10)
7696

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1971

Oregon State Highway Commission

AGENDA
JUN 22 1971
4 h

Gentlemen:

Surveys have been completed on the Walker and Greenburg Road Interchanges on the Beaverton-Tigard Highway in Washington County. Each of these interchanges will replace existing at-grade connections. Public hearings will not be required. The total estimated costs are as follows:

Section	Construction	Structures	R/W	Total
Walker Road Intchge.	$361,500	$380,000	$40,500	$782,000
Greenburg Intchge.	421,500	441,000	—	862,000

These interchanges, listed as select interchanges on Program XII, were tentatively approved February 16, 1971. I recommend construction of these interchanges as soon as Federal funds are available and request your confirmation of finance approval on Program XII.

This matter will be on the agenda for your consideration at the June 22 meeting.

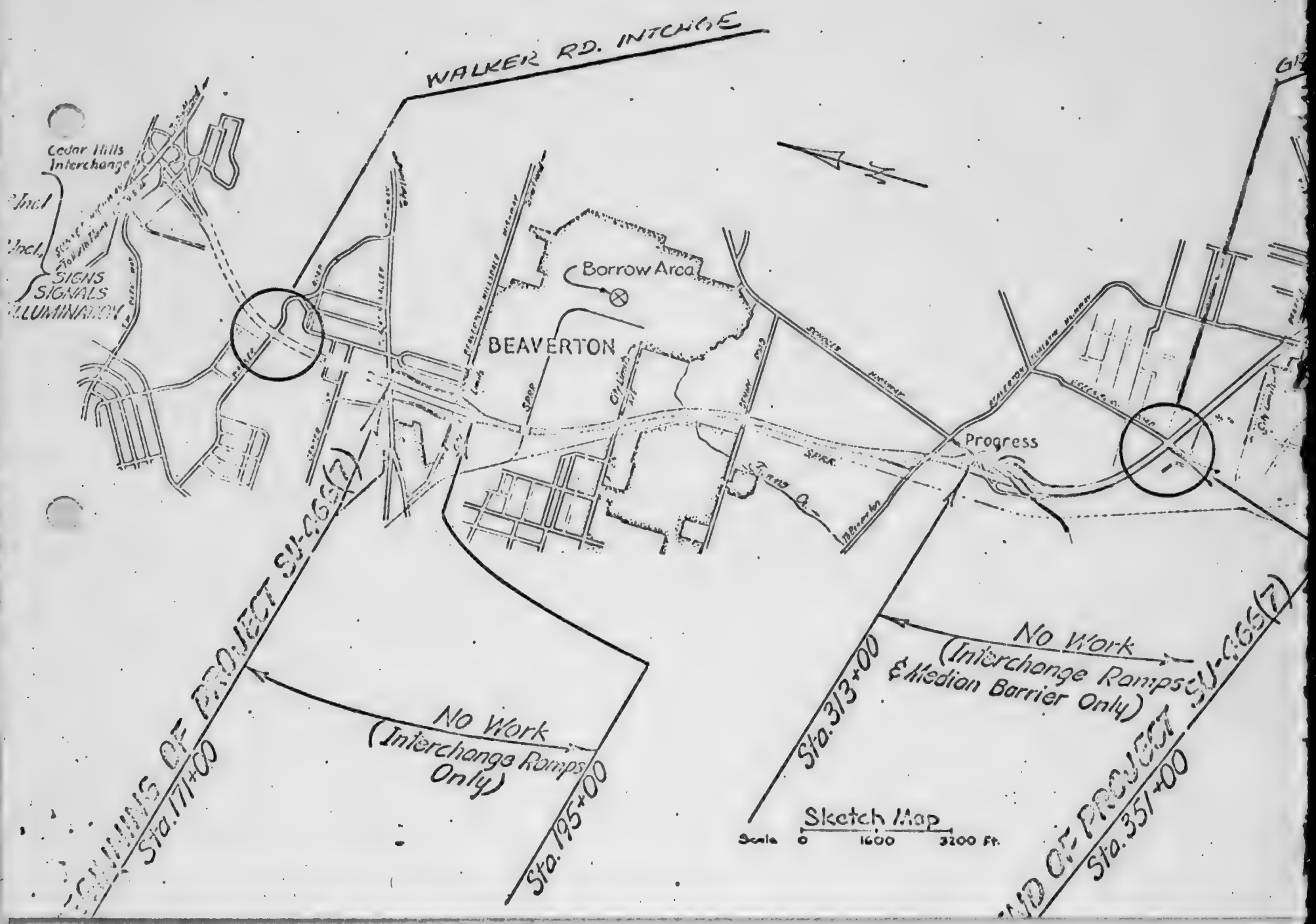
Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
D. H. Moehring
L. H. Young
V. E. Skoog
L. W. Rulien

Survey Resolution not required
Covered by Res — 213

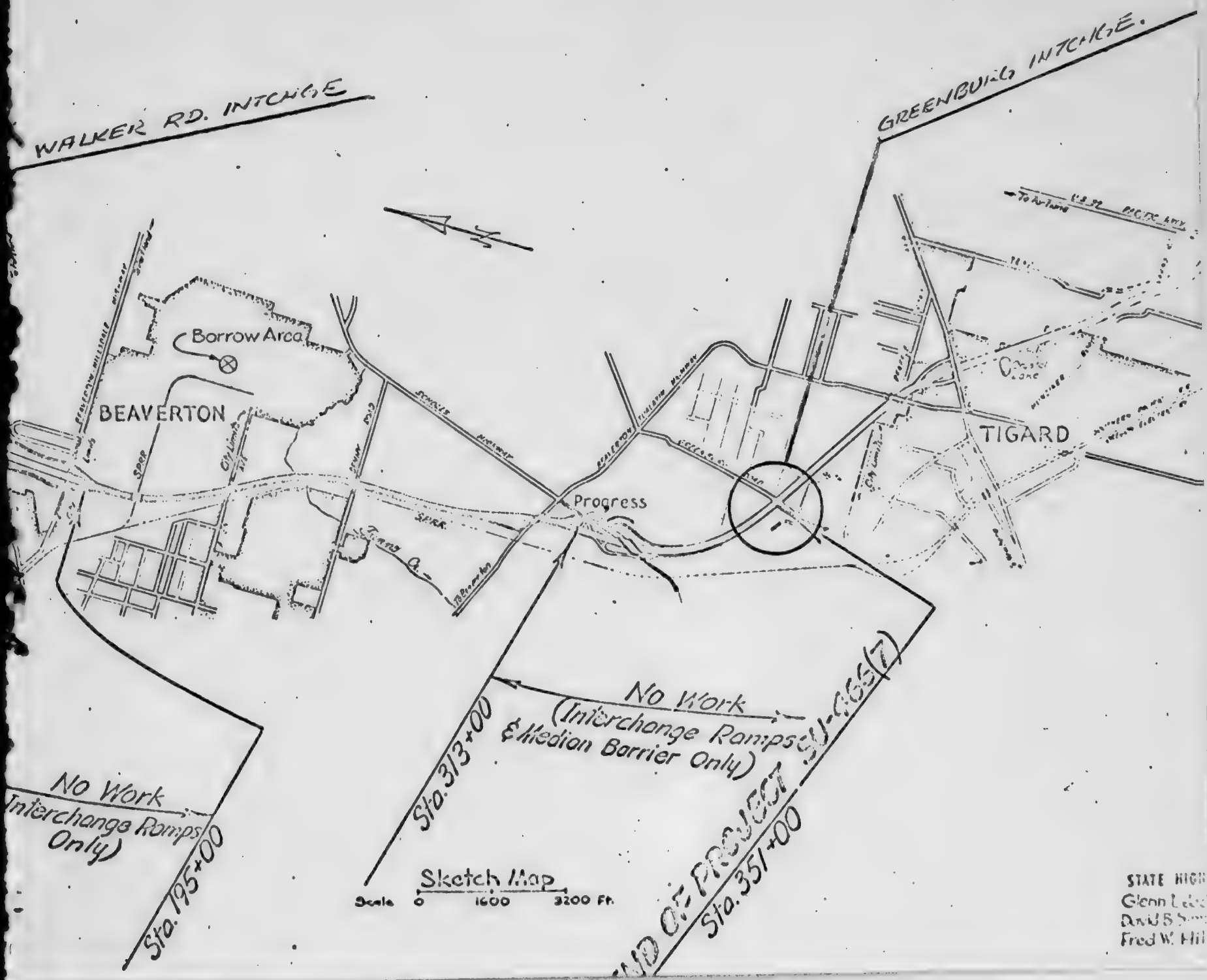
BEAVERTON-PROGRESS SE
BEAVERTON-TIGARD HIGHWA
WASHINGTON COUNTY
JUNE, 1967



AVERTON-TIGARD LOGLESS SECTION

BEAVERTON-TIGARD HIGHWAY

WASHINGTON COUNTY
JUNE, 1967



STATE HIGH
Glenn L
David B.
Fred W. Hill

RECEIVED
MAY 14 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

EPS-
SU-466(10)
7696

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 12, 1971

Department of Public Works
232 M N.E. Lincoln Street
Hillsboro, Oregon 97123

Attn: Mr. John Crockett
Engineer

Gentlemen:

Pursuant to previous discussion, meetings, and correspondence, regarding the construction of the Greenburg Road Interchange on the Beaverton-Tigard Highway, we are hereby again requesting that Washington County furnish the State Highway Division the County's plan for four-lane of Greenburg Road extending to and from the interchange.

Prior to State completing and obtaining design approval for a four-lane structure for this facility, we must receive the County center-line location and their proposal for four-laning the adjacent sections of Greenburg Road.

Your earliest consideration and reply is requested so we may proceed with the design.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

DNH:ljt

cc: L. W. Rulien

bc: ✓ B. Klaboe
F. L. Hall: re: FBK memo of 3/30/71.

RECEIVED
MAR 31 1971
FOR FILING

EPS-
SU-4166(10)
7676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 30, 1971

SUBJECT:

To: MEMO TO THE FILE

On March 25 I attended a meeting in the Washington County Public Works building to further evaluate the proposed construction of the Greenburg Road Interchange on the Beaverton-Tigard Highway. Present at the meeting were: Frank A. Orrico, Mark J. Brunner--representing the Winmar Corporation, which is developing a shopping center at Progress; Richard Milbrodt, Ken Meng, John Crockett--representing Washington County; Frank Hall and the undersigned represented the State Highway Division.

The County stated that they planned to four lane Greenburg Road between the Beaverton-Tigard Highway and Oleson Road. They were not certain whether the additional width for this four laning would be acquired from both sides of the existing highway or from the side adjacent to the proposed shopping center. We advised them that, before we could complete our design for the interchange, we would have to know where their new centerline would be located. After considerable discussion, it was determined that the County would actively pursue the matter of the location of the new centerline and advise us of their proposal in the near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Ivan Merchant
H. S. Cox
L. W. Rulien
F. L. Hall -- Please keep in contact with Mr. Crockett and follow through with this matter so that we can design our structure at the earliest possible date.

FBK

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

March 10, 1971

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Mr. Fred B. Klaboe
Assistant Highway Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

Dear Mr. Klaboe:

I hope you have had an opportunity to review your schedule and find that the morning of March 25, 1971, at 10:00 o'clock, in the Public Works Department of Washington County, would be acceptable to you for a meeting between yourself, the Winmar Corporation and officials from Washington County.

As you know, the Winmar Corp. is the organization that is proposing the development of the shopping center in the vicinity of Progress, bordered by Highway 217, Hall Blvd. and Greenburg Rd. Representatives from their organization met with us some two weeks ago for some other preliminary investigation. At that time, they agreed that the 25th of this month would be convenient for them to return again from San Francisco if it would be possible for you to be in attendance at the same time so that discussions might be held relative to the Greenburg-Highway 217 interchange as well as other pertinent factors in regard to their development.

If this meeting time is not convenient for you, please let me know so that I might get in touch with the Winmar people and let them know of a more desirable date.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

cc: Winmar Corp.
Planning Director
Director of Public Works
County Administrative Officer
Frank A. Orrico
Mark J. Brunner

F.B. KLABOE

RECEIVED
MAR 1
OFFICE OF
STATE HIGHWAY ENGINEER

WINMAR COMPANY, INC.
A SAFECO COMPANY
505 MADISON STREET • SEATTLE, WASHINGTON 98104 • TELEPHONE (206) 682-6720

February 26, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Fred:

We met yesterday with certain of the staff of Washington County concerning the widening of Greenburg Road, and it is our understanding that Mr. John Crockett, Chief Engineer for Washington County in the Department of Public Works, will be calling you concerning setting up a meeting with you, representatives of Washington County and our shopping center.

Very truly yours,

WINMAR COMPANY, INC.

Frank A. Orrico
President

FAO/db

cc: Mr. John Crockett, P. E.

RECEIVED
MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WINMAR COMPANY, INC.
A SAFECO COMPANY
505 MADISON STREET • SEATTLE, WASHINGTON 98104 • TELEPHONE (206) 682-8720

January 11, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

You are correct. It is our intention to have further discussions with Washington County concerning the extent to which they might be able to participate in the construction of the Greenburg Road interchange with the Beaverton-Tigard Highway. We do not expect you to do anything until we contact you. I would presume we would be doing so in about ten days.

Very truly yours,

WINMAR COMPANY, INC.

Frank A. Orrico
President

FAO/db

NOTED
F.B. KLABOE

RECEIVED
JAN 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 - 1971
FOR ...
EPS-
SCI-466(10)
7696

January 7, 1971

Mr. Frank A. Orrico
President
Winmar Company, Inc.
505 Madison Street
Seattle, Washington 98104

Dear Mr. Orrico:

You will recall that, at our meeting with Glenn Jackson about a week ago, you advised that you would contact Washington County to see whether or not they were able to contribute some funds to the construction of the Greenburg Road interchange with the Beaverton-Tigard Highway.

Therefore, I assume that we are to take no further action in this matter until we have heard from you and are able to sit down and discuss the results of your conversations with Washington County.

Please advise when you are ready to begin negotiations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Leonard Lindas
Frank Hall

FORM E-30 80M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 18, 1970

To: Mr. Frank L. Hall
Design Engineer
B U I L D I N G

SUBJECT:

1 Hall
2 Olson
Wills
Hackleman
Gerstenberg
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 18 1970
DESIGN SECTION

Do Not File
Keep
Return To
Other

✗ until ☐ Klaboe advised

At our meeting with Mr. Orrico and Mr. Cysewski in my office on December 16, the matter of the development of their shopping center at Progress was discussed.

Three particular problems in connection with this plan need to be checked:

1. Will there be required an additional lane on the northeast side of the Beaverton-Tigard Highway between Greenburg Road and the Progress interchange?

Yes - each lane

2. Can we dispose of any portion of a small piece of excess right-of-way we now own at approximate Station 339?

Yes

3. Do we have sufficient right-of-way to increase the storage capacity to the northern-most southbound off-ramp that serves the Sawyer's factory? If so, can this ramp be altered in such a manner as to not adversely affect access to Sawyer's?

Yes with acceleration lane through

One other item seems to me to merit investigation and that is the spacing of their proposed access to the shopping center from Highway 217 between Progress and S. W. Olson Road.

OK as shown. Without left turn lane, the access

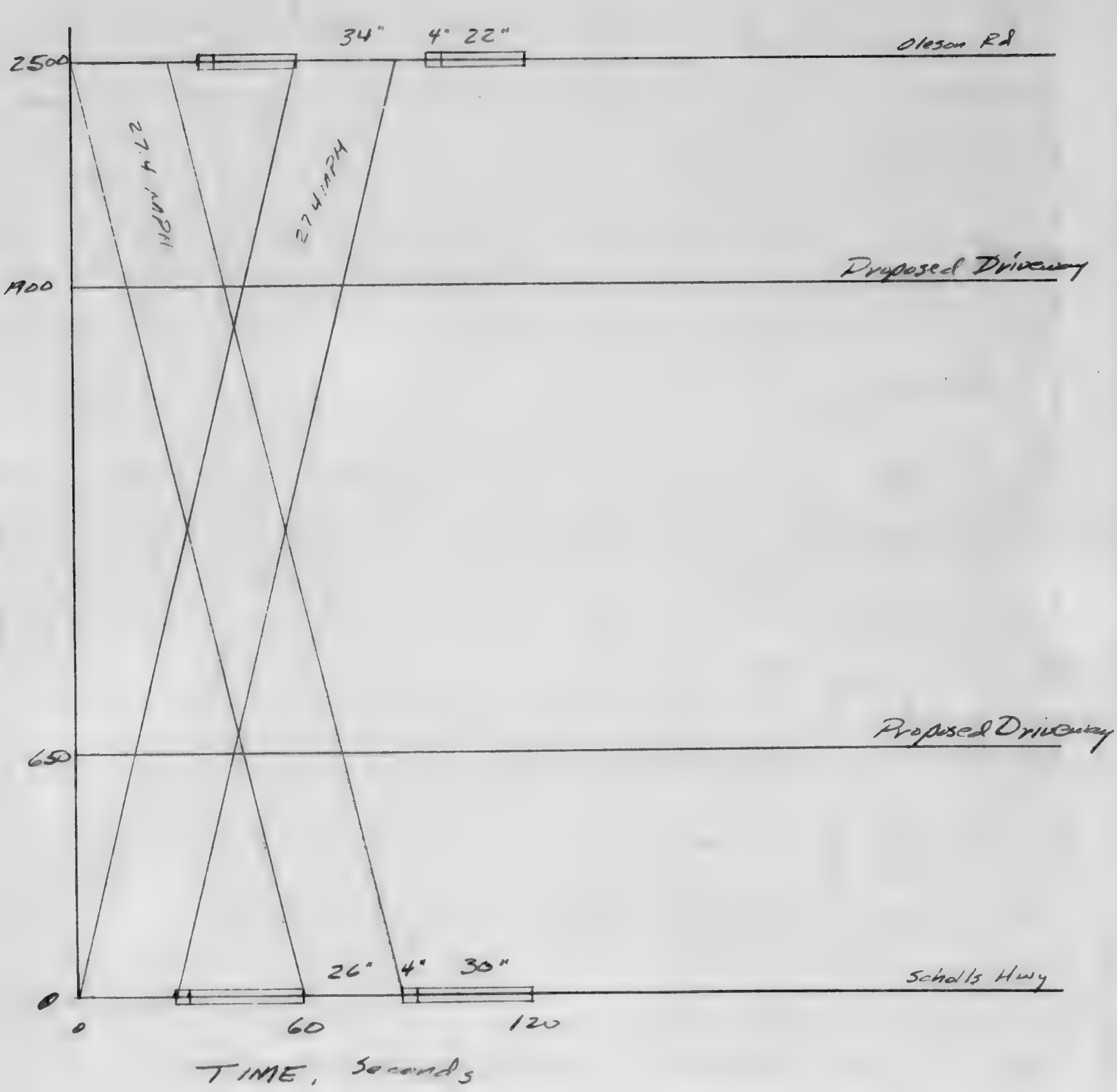
Please look into this, including possible contacts with our Traffic and/or Region personnel. A copy of the plan that they left here is attached. Please advise me of the results of your investigation.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
Att.

OSHD
TES
December, 1970

PROPOSED SIGNAL TIMING
Schalls Hwy - Oleson Rd Section
Beaverton-Tualatin Hwy
Washington County
60 Second Cycle



RECEIVED
DEC 18 1970
FOR FILING

EPS-
SU-4666(10)
7696

December 18, 1970

Mr. Frank A. Orrico
President
Winmar Company, Inc.
505 Madison Street
Seattle, Washington 98104

Dear Mr. Orrico:

Recently you inquired as to the timing of the construction of the interchange with the Beaverton-Tigard Highway and Greenburg Road in Washington County near your proposed Progress development.

The right-of-way for this diamond interchange was acquired when the highway was constructed here. However, the State Highway Division was not able to finance the construction of the interchange itself (and that of several others in the vicinity) at the same time the main line was built. We certainly agree that it would be highly desirable to proceed with these interchanges at an early time. However, the State Highway Division still finds itself unable to produce the funds necessary to accomplish this.

We are currently working under a four-year construction schedule. This particular interchange (Greenburg Road) is not on this four-year schedule. Therefore, unless the State Highway Commission would elect to substitute this project for a committed one, I see no possibility of proceeding with this interchange until 1974 or later.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank L. Hall

RECEIVED
JUN 22 1970
FOR FILING

EHS-
11-4(6)216)
76 To 6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 19, 1970

SUBJECT:

MEMO TO THE FILE

Mr. G. K. Eischen and another member of his firm met with Jay Barbee and me on June 17 to further review the status of the access from Scholls Ferry Road to the proposed Progress shopping center.

I reiterated our stand that the State Highway Commission would not contribute any of the cost of providing a better access. They, in turn, stated that they were still interested in providing this improved access route and that they would go back to the property owners involved and attempt to deal with them for the property needed at their expense.

If they are unsuccessful, I think they will return to us and ask us to help them out through our eminent domain procedures.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

Fred Klaboe 6-4-70

Beaverton - Tigard Hwy at Scholls Hwy.

NOTED
F.B. KLABOE

Frontage Road in NE quadrant is State constructed & maintained per condemnation resolution file # 39989, with access controlled to highway with reasonable access to frontage road (east side).

Any & all changes, alterations, road approach permits, etc must have State concurrence & approval.

A suggestion would be to negotiate relinquishment of frontage road in lieu of new & widened connection at entry point. (Sta. 4+ to 9+78+)

D N Harwell

File # 9F-15-17 (9U-213)
8B-20-6

"SFB2"
Sp.
10°21'
0.9783

"E"
59' Rod. C.R.
Δ 83°05'
T 52.28'

"SFB2" 23+12.40 P.S.C.
"SFB1" 23+28.03 P.S.C.
"D2" 3+70.66 P.T.
"SFB2" 24+29.07 P.C.S.
"E2" 310+74.09 P.T.
"SFB1" 24+44.70 P.C.S.
"SFB2" 23+85.18 P.O.C.=
"E2" 308+99.79 P.O.T.
"E2" 313+08.69 P.S.

R/W "SFB2"
4°30' C.L.
TΔ 21°00'
Ts1 452.97'
Ts2 370.34'

250' Sp.
S 10°00'
a 3.20

D2 3+60
D2 3+15
Const. Driveway Lt.

"D2" LINE

Type 2 Barricade-125' (Salv.)
Type 2 Barricade-125' (Bar.)
"D2" 1+82.51 P.C.
Curb
10' Lt.
S.75°21'E.
S.81°53'E.
S.1°39'W.
S.1°12'W.
Const. Guard Rail-325'
"E2" 309+88.54 P.C.
6" Water
S.1°11'30"W.
"SFB2" 26+84.70 P.O.T.
"SFB1" 26+84.70 P.S.
"R/W" 22+32.57 P.O.S.=
"D2" 1+00 P.O.T.
Const. Guard Rail-737.5'
"SFB2" 26+69.07 P.T.
S.1°55'W.
E.O.
F.H.
G-2M
55' R.
12"
30'
60'
115'
275'
25
31
315
12'
Lt.
Rt.

R/W #"SFB2"
4°30' C.L.
Δ 21°00'
Ts1 452.97'
Ts2 370.34'

250' Sp.
S 10°00'
a 3.20

"SFB1"
8° C.R.
Δ 34°00'
Ts1 452.98'
Ts2 364.35'

D² 3+60
D² 8+15
Const. Driveway Lt.

"SFB2" 23+12.40 P.S.C.
"SFB1" 23+28.03 P.S.C.
1-#25 Conc.
"D2" 3+70.66 P.T.
"SFB2" 24+29.07 P.C.S.
"E2" 310+74.09 P.T.
"SFB1" 24+44.70 P.C.S.
"SFB2" 23+85.18 P.O.C.
"E2" 308+99.79 P.O.T.
"E2" 313+00.69 P.S.
"E2" 315+48.69 P.S.C.
"D2" 9+78.00 P.O.T.
"E2" 315+25.91 P.C.S.

"D2" LINE
"E2" L
"S

S.1°39'W.
S.1°12'W.
S.1°11'30"W.

Const. Guard Rail-325' (New)
- 50' (Salvaged Barr.)
Const. Guard Rail-767.5'

"E2" 309+88.54 P.C.
6" Water
"SFB2" 26+69.07 P.T.
"SFB2" 26+84.70 P.O.T.
"SFB1" 26+84.70 P.S.
EO.
½" Elect. Conduit
"B1" 29+34.70 P.S.C.
"B1" 29+34.70 P.C.S.

12' 12' 12' 12' 30' 26' 26' 26' 55' R 55' R 275'

31 25 315 30

623.1' (Dead)

D2 Curve Data
1°00' R.C.R.
Δ = 77°00'
T = 111.36'
1+82.51 P.C.
3+70.66 P.T.

W. & I. Riverman
519 - 224

L. Matney
302 - 410
193 - 101

+1221

220.64'

2.71 Ac. M/L ±

S 13°39' W

2.75 Ac. ±

Deed RN 29498
656 - 39

RA

64.54'

+125

+1310

RN 30922
640 - 519

623.1' (Deed)

Curve Data
140' RCR.
Δ = 77°00'
T = 111.36'
62.51 P.C.
70.66 P.T.

W. & I. Riverman
519 - 224

L. Mathey
302 - 410
193 - 101

+12.21

2.71 Ac. Lt. ±

N 13°30' W

2.75 Ac. ±

Deed RW 29498
656 - 39

RA

25'

440.24'

S 13°30' W 240.00'

EHS-U-186(24) NW 185th Ave. Section, of 1972
Sunset Hwy., NW of Ptld. (Grad., pav.,
#7697 structure and signing)

1497

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

August 13, 1974

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Thank you for reminding me of our guardrail post problem by your telephone call of the 12th.

Part of the reason for my delay in responding to your letter of May 20 was lack of a suitable solution to the field portion of the problem. The rest of the delay was the result of being very busy with other problems.

As I indicated on the 12th, the Materials Laboratory had previously (November 22, 1972) accepted the responsibility for the cost of sorting and cleaning of acceptable posts returned to your yard with "Reject" markings. These markings prevented their sale to other buyers. However, at the time we agreed to paying this cost, there had been no discussion of the State having an obligation with respect to field charges. Had the field charges been brought up at that time through the prime contractors, more might have been accomplished toward the resolution of that part of the problem.

In my letter of November 22, 1972 I had stated that the posts and blocks should be separated into three piles: pile 1 fully conforming with the specifications, pile 2 conforming with the requirements of a price agreement, and pile 3 not meeting specifications. The State would pay the handling and cleaning costs of piles 1 and 2; Niedermeyer-Martin would pay the handling and cleaning costs of pile 3. No objection to this arrangement, arrived at by discussion with Messrs A. E. Johnson and C. T. Keasey, was raised by Niedermeyer-Martin. Subsequently, General Testing & Inspection Agency, Inc., in their memo of January 26, 1973 stated that 584 of 816 posts, or 71.56%, fully conformed with the specifications and 294 of 341 blocks, or 86.22%,

also conformed with the specifications. You calculated a weighted average of 75.88% of posts and blocks as meeting the specifications. (There was no "pile 2" since no price agreement was entered into.) The total cost of sorting and cleaning, labor and equipment, was $762.50 (adjusted from $900). Under the terms of my November 22, 1972 letter, the Materials Lab is responsible for 75.88% or $578.58 of this cost.

I realize that your company incurred some cost in removing "Reject" markings from posts and blocks which did not meet specifications in order to make them more salable to other purchasers. Under the terms of my November 22 letter the costs of handling and cleaning these items was to be borne by your company.

Our purchase order for $578.58 is enclosed.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. J. Rief

Niedermeyer
Martin

May 20, 1974.

Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

RECEIVED
MAY 21 1974
MATERIALS DIVISION
OFFICE

Attention: Mr. John C. Jenkins,
Engineer of Materials.

Reference: Your letters of 2/11/74 and 5/15/74.

Dear Mr. Jenkins:

Please excuse the long delay in answering your letter of 2/11/74. I have been in a quandary for sometime as to what action to take concerning this most unfortunate situation, and have been unable to reach a viable solution.

The summation of responses listed in your letter of 2/11/74 do not show clear thinking on the part of your field personnel and also point out the problems regarding field inspection. I could go into a long dissertation refuting each of the responses of the field personnel, but at this time I do not think it would be wise.

The unrefutable facts concerning the rejected posts and blocks on Contract Nos. 7395, 7514 and 7539 are as follows:

1. 816 posts and 341 blocks were rejected in the field and returned to Pacific Wood Treating Corporation.
2. Certain costs (unverifiable by your personnel at this time) were incurred in the field in handling the rejected posts and blocks.
3. The rejected posts and blocks were reinspected by your personnel at Pacific Wood Treating Corporation, Ridgefield, Washington. The results of that inspection were summarized in General Testing & Inspection Agency, Inc. letter of 1/26/73. 75.88% of the posts and blocks rejected by your field personnel did conform to the specifications in existence at the time of their rejection.
4. The men from Pacific Wood Treating Corporation handled and cleaned the reject marks from the posts and blocks.

Continued on Page #2.

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

3 men at 16 man hours each = 48 hours @ $12.50 per hour	$600.00
1 Forklift operator 6-1/2 hours @ $25.00 per hour	162.50
	$762.50

Our Invoice No. 58485-RG-58 dated 7/13/73 corrected by our letter of 1/30/74 to read $2,279.61 can be broken into two distinct parts:

Part 1 - Jobsite Handling of rejected posts and blocks.	$1,517.11
Part 2 - Reinspection, handling and cleaning	762.50
	$2,279.61

By your letter of 2/11/74 you have agreed with Part 2 and made no allowance at all for Part 1. This is an illogical and unjustifiable position. Although at this late date there is no physical way to verify the time spent at each project to handle the rejected posts and blocks; obviously there was substantial time spent in unloading, spreading along the highway grade, and reloading of the posts and blocks incorrectly rejected by your field personnel. Of the material rejected by your personnel, we wish to emphasize that over 75% was in exact accordance with the specifications in existence at the time they were rejected.

In my letter of July 13, 1973, I asked you to note that we did not include in our invoice to the State of Oregon any additional trucking charges. As we had to freight the rejected material from three different geographical locations back to our plant and replace it, the additional trucking cost was substantial. We have only submitted an invoice to the State of Oregon for the man hours back-charged to us by the subcontractors and for our time in proving that the State of Oregon was wrong in making such a substantial rejection in the field.

We ask that the State of Oregon re-evaluate its unfair position and promptly remit full payment of our Invoice No. 58485 in the amount of $2,279.61.

Cordially,
NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG/slp

OREGON STATE
HIGHWAY DIVISION

May 15, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

On February 11, 1974, I wrote you concerning alleged extra costs for handling, cleaning and inspection of guardrail on several Oregon highway contracts. In this letter I stated that our field personnel had disclaimed responsibility for rejections which may have occurred on the projects, these rejections having been for cause. I also stated that the Materials Section believed its responsibility for cleanup and regrading of posts was limited to $578.58 under the terms of my November 22, 1972 letter to you.

This matter has been on the books for a number of months. Have you determined how you would like to resolve it?

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

E-123

7697

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

NOTED
H.S.COULTER
K

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

e) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr.	=	$ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr.	=	$ 162.50
		$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
E. J. Rief

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. A. E. Johnson
Deputy State Highway Engineer
O F F I C E

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514
Halsey Interchange, Contract 7499
N.W. 185th Ave., Contract 7697

Refer to my letter to Mr. Gilsdorf dated November 22, 1972 in which, after discussion with you and Mr. Keasey, I indicated that the State would pay for cleaning and handling of improperly marked posts in Niedermeyer-Martin's yard at Pacific Wood Treating, Ridgefield. This letter did not mention the State's involvement in backcharges by the guardrail contractors, nor charges by an outside inspection agency for reinspection (it is not clear at this point whose people performed the sorting, cleaning and regrading in the yard).

We are attempting to determine the truth of time and equipment statements submitted by the guardrail contractors and will obtain information from Ed Rief on the time and equipment charges for work at the plant.

Should this invoice be paid direct to Niedermeyer-Martin, assuming it is correct, or should each segment be handled through the appropriate prime contractor?

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Eng | AT | File

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: C. T. Keasey
L. W. Rulien
C. O. Fredrickson
W. E. Schwartz
E. J. Rief
H. S. Coulter

RECEIVED
AUG 7 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

SP 52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To: Mr. Larry Rulien
Regional Engineer
P. O. Box 02157
Portland, Oregon

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

N. W. 185th Avenue, Contract 7697

We have been unable to make much headway on checking this claim, including, of course, verifying time and equipment charges on the projects involved. Any assistance your office can provide will be greatly appreciated.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey

SP*92478-734

Niedermeyer Martin

July 13, 1973.

State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

Attention: Mr. John C. Jenkins,
Engineer of Materials and Research.

Reference: Our various correspondence regarding rejected guard rail posts and blocks (our letter of November 16, 1972, your letter of November 22, 1972, and our letter of December 1, 1972.)

Dear Mr. Jenkins:

Attached you will find a copy of General Testing & Inspection Agency, Inc.'s Report dated January 26, 1973, on the rejected guard rail posts and blocks returned to Pacific Wood Treating Corporation, Ridgefield, Washington. Also attached you will find a copy of the backcharge statements from Coral Corporation and Hoaglin Construction Co. covering field handling costs for separating, removing, and stockpiling rejected material. Also enclosed you will find our Invoice No. 58485-RG-58 in the amount of $2,383.95 to the State of Oregon, State Highway Division, covering your portion of the cost involved in this unfortunate situation. You will note that we have not included the trucking charges to return the rejected posts and blocks to Ridgefield, Washington as it is almost impossible to isolate these costs.

In reference to Hoaglin Construction Co's claim letter of October 26, 1972, we have only included in the backcharge statement to the State of Oregon Points No. 1, 2, 3, 4, 5, and 6 and the time charges in Point No. 8 only. Their backcharge for the cost of the posts and blocks returned is not part of this statement.

In reference to Coral Corporation's Invoice No. 572 dated November 7, 1972, we have only included Points A and B. The balance of their backcharge statement does not refer to the reject post problem with the State of Oregon.

Of the rejected guard rail posts and blocks returned from the referenced jobs, 403 posts and 874 blocks were returned to the La Grande stockpile without any further handling on our part. This left 816 posts and 341 blocks to inspect at Pacific Wood Treating Corporation. This stock was inspected by your representatives along with Mr. Oddvar Nass from General Testing & Inspection Agency, Inc. As you can see from the report, 71.56%

(Continued on Page No. 2)

RECEIVED
JUL 1 1973
MATERIALS

of the posts and 86.22% of the blocks met the existing requirements of the Oregon State Highway Department specifications. By using the weighted average method, we have come up with an average of 75.88% of the material met the State of Oregon Highway Department specifications. We have, therefore, invoiced the State of Oregon for 75.88% of the field costs on the part of Hoaglin Construction Co. and Coral Corporation for handling rejected posts and blocks.

We have also invoiced the State of Oregon for 75.88% of the man hours spent at Pacific Wood Treating Corporation to inspect and remove the reject marks from the posts and blocks.

The attached invoice in no way truly reflects the total cost involved concerning the unfortunate problems that occured at the various jobsites last Summer, Fall, and Winter. As the State of Oregon's field inspectors were incorrect in rejecting as many posts as they did, we feel that the attached invoice is a legitimate and fair backcharge to the State of Oregon and prompt payment should be made.

Thank you.

Cordially,

NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG:cp
Enc.

Copies to AE Johnson
HS Coulter
CT Keaveny
L W Rubien
C O Fredrickson
W E Schwartz

GENERAL TESTING & INSPECTION AGENCY, INC.

P.O. BOX 17246 • 2015-19 N. KILPATRICK, PORTLAND, OREGON 97217 • AREA CODE 503 - 285-3631

P.O. BOX 876, HEALDSBURG, CALIFORNIA 95448 AREA CODE 707 • 433-4787

P. O. BOX 53, ALTA LOMA, CALIFORNIA 91701 AREA CODE 714 • 987-1232

TO: Bob Gilsdorf
FROM: Odd Nass
SUBJECT: Returned Guardrail Posts and Blocks
DATE: January 26, 1973

After careful inspection of each post and block and removal of all objectionable markings, our findings are as follows:

8x8 - 6'

Posts - which conform to current specification (Pile #1)	584	=	71.56%
Posts - which conform to modified specification (Pile #2)	155	=	19.00%
Posts - which do not conform to specification (Pile #3)	77	=	9.44%
TOTAL	816		100.00%

8x8 - 14"

Blocks - which conform to specification (Pile #1)	294	=	86.22%
Blocks - which do not conform to specification (Pile #3)	47	=	13.78%
TOTAL	341		100.00%

Time required to inspect and clean posts and block:

Three men 16 hrs. each = 48 man hrs. @ $12.50/hr. = $600.00

One fork lift & operator 12 hrs. @ $25.00/hr. = $300.00

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

LUMBER INSPECTION FIELDWORK CONSULTATION LABORATORY

AFFILIATIONS
American Chemical Society, American Society for Testing Materials, American Wood Preservers Association, Forest Products Research Society, American Institute of Timber Construction, American Institute of Timber Construction, American Plywood Association, American Society of Agricultural Engineers, American Wood-Preservers' Institute, Canadian Standards Association, Canadian Wood Council, Inc., Canadian Wood Preservers Institute, Canadian Wood Preservers Association, Canadian Wood Preservers Institute, Canadian Wood Preservers Association, Canadian Wood Preservers Institute, Canadian Wood Preservers Association,

November 22, 1972

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer - Martin Company
1727 N. E. 11th Avenue
Portland, Oregon 97212

Dear Mr. Gilsdorf:

Thankyou for your resume of guardrail post problems currently awaiting resolution. I have discussed the probable solution to these problems with Messrs. A. E. Johnson and Carroll T. Massey and the following is the position we have taken.

There have been a number of guardrail posts returned to the plant at Ridgefield with various forms of obvious reject marks made on them. Some of these posts you contend are fully within our specifications. All of them you say have been reduced in value by reason of the marking applied to them. Some of these posts are from the storage at LaGrande which had been borrowed to complete orders, only to be rejected and sent to Ridgefield.

First, all posts in storage at LaGrande received only plant inspection by Ed Kief's personnel prior to being put into storage. Therefore, there were probably the usual 1 or 2 percent rejects in this material, which normally would have been weeded out had the bundles been opened on the project site last fall. Since these rejects were not removed last fall, and since the posts have continued to weather over the last year, when these posts were put into service this fall a greater number of rejects would be expected. These posts are expected to comply with the current specifications for the projects on which they will be used, but all posts failing to meet the specifications should be returned to the storage area at LaGrande, not returned to the plant at Ridgefield.

The number of posts and blocks from LaGrande storage which will have to be replaced by you, when post stock is again available, is the total number borrowed, less those returned to LaGrande as rejects.

note to Kief asks him to keep eye on costs of cleaning & sorting, also keep an eye on LaGrande storage posts returned.

Therefore, the first item of business at Ridgefield is to separate all those posts which should have been returned to LaGrande. The posts remaining should then be examined by your quality control people and separated into three piles, and at the same time the reject markings should be removed by wire brushing or scraping or other means.

Pile 1 should include all those posts or blocks which conform in all respects to the current specifications.

Pile 2 should include all those posts or blocks which could be purchased at a reduced price on the same basis as the price agreement written for the Halsey Interchange-Lane County Line project, i.e., the depth of single or opposite checks in post tops is permitted to increase to the point that only 2 inches of sound wood remains between check bottoms; post bottoms will be viewed more leniently; otherwise the post is to conform to the specifications.

Pile 3 should include all posts not acceptable for full price or on price agreement.

The State will pay the costs of cleaning and handling associated with piles 1 and 2. Wiscarmeyer-Martin will pay cleaning and handling costs associated with pile 3.

Upon completion of sorting and cleaning of piles 1 and 2, personnel from Ed Rief's office will spot check piles 1 and 2 to determine agreement with the plant quality control decisions as to pile assignment.

The Project Engineer has the responsibility of determining that material incorporated into his project meets specifications. The Region Office works with him in accomplishing this goal. The Construction Section, and to some extent the Materials Section, works with the Region and Project Personnel on an advisory basis to see that the Project Engineer and his people are properly trained. To this end the Construction Section sponsors annual Resident Engineer/Inspector Seminars in the several regions of the Highway Division. A series of these seminars is planned for this winter, probably January. Mr. Chet Bowen of Western Wood Products Association has offered to supply personnel to conduct training courses on guardrail post grading at these seminars. In the meantime we will take such steps as are possible to see that the field inspectors know how to interpret the grading rules.

We would welcome an opinion from a lumber grading association as to the true nature of the "defects" which caused rejection. Since in almost all cases the "defects" are of a type which would be altered with age (checks), the reinspection would have to be informal, since Section 300(b) of Rules No. 16 and Section 5.31 of the WWPA rules

indicate the characteristics changed by time may not be made the basis of a formal reinspection. Perhaps you can arrange for such a consultation with Ed Rief in the plant at the time of his re-evaluation after the posts are cleaned and sorted. If you wish to arrange similar consultations with the personnel on the North Powder, Baldock and Richland Interchange projects concerning the rejected posts which are still located at the project site, I suspect you could make such arrangements through the Region Engineer, Mr. W. E. Schwartz, in Laurenda.

A recent directive issued by Mr. C. T. Keesey, Construction Engineer, has instructed field personnel to stop painting the word "Reject" on posts. Instead, rejected posts are to be identified by pounding out with a ball peen hammer the "(S)" stamp put on the top of the post at the plant by Ed Rief's people and marking this obliteration with a small "X" made with crayon.

I hope these provisions will resolve the problems which have plagued us since mid-summer.

Very truly yours,

GEORGE H. BALDWIN
Administrator of Highways

By

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
C. T. Keesey
J. B. Boyd
W. E. Schwartz
E. J. Rief

Coral Corporation

135 E. HEREFORD STREET
GLADSTONE, OREGON 97027

Phone: (503) 656-0001

572

DATE 11/7/72

Factory No. Salesman

Customer's Order No.

TERMS

F.O.B.

DATE SHIPPED

SHIPPED VIA

SOLD TO

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Shipped To

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	UNIT PRICE	AMOUNT
		Summary of backcharges - see attached sheets for detail		
		Halsey Interchange		$ 883.58
		Powder River		363.76
		Alder Creek		1,012.68
		Randle-Yakima		1,108.59
				3,368.61
		Less unearned cash discounts		512.32
		Total now due		$2,856.29

The goods specified herein were produced in compliance with the requirements of the Fair Labor Standards Act of 1938 as amended.

BATTLE CHICAGO

Niedermeyer-Martin Company

Backcharge covering:

A. Separating, removing and stockpiling rejected guardrail posts and lost time waiting for material to be shipped to the jobsite at Halsey Interchange on 8/16/72, 8/22/72, 8/24/72, 8/25/72, 10/2/72, 10/3/72 and 10/4/72:

Labor	Hours	Rate	Amount	
Operator foreman	21.5	$8.74	$187.91	
Supervisor	12	8.26	99.12	
Oiler	6	7.68	46.08	
Laborer	25.5	6.35	161.92	$495.03
Taxes and insurance				74.25
Equipment				
3/4 ton pickup	25.5	3.10		79.05
Texoma - 3 3/4" kellybar	6	20.00		120.00
				768.33
Overhead 15%				115.25
		Total Halsey Interchange		$883.58

B. Same as above re Powder River on 9/29/72, 10/4/72, 10/10/72 and 10/11/72:

Operator foreman	10	8.74	87.40	
Supervisor	3	8.26	24.78	
Oiler	2	7.68	15.36	
Laborer	15	6.35	95.24	$222.79
Taxes and insurance				33.42
3/4 ton pickup	3	3.10	9.30	
2 ton flatbed	5	4.00	20.00	
Punch - 3 3/4" kellybar	2	15.40	30.80	50.10
				316.31
Overhead 15%				47.45
		Total Powder River		$363.76

C. Difference is cost of 348 - 8" x 8" x 6' Oregon treated wood posts between agreed price of $5.14 ea. and J.H. Bater price of $8.05 ea. for Alder Creek job.

384 x $2.91 $1,012.68

D. Time lost while crew waited for delivery of posts promised on 10/23/72, 10/24/72 and 10/25/72 re Randle-Yakima job. Posts were delivered at 1:00 P.M. on 10/25/72:

Labor		Hours	Rate	Amount	
Operator foreman	(1)	42	8.74	367.08	
Laborer	(1)	21	6.35	133.35	$500.43
Taxes and insurance					75.06
3/4 ton pickup	(1)	21	3.10	65.10	
Auger/driver w 3 3/4" kellybar	(1)	21	15.40	323.40	388.50
					963.99
Overhead 15%					144.60
					$1,108.59

(1) Includes movement of equipment in and out of jobsite and idle time on equipment.

PHONE [illegible]
[illegible] FIRST [illegible] STREET

Coral Corporation

P O BOX 252
GLADSTONE OREGON 97027

November 7, 1972

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Dear Bob:

I want to extend my appreciation for the approach you took last Friday to help us with some of our Oregon post problems. You can be sure we will make every attempt possible to assist you in resolving the matter with the State of Oregon in the future.

Since we discussed a number of mutual problems, I think a summary of the results of our meeting is in order:

Cash discounts:

You indicated, as supported by a schedule of unearned discounts and outstanding invoices, that Coral had taken $512.32 of discounts in error. Although we consistently did not receive the invoices for 3 to 5 days from the indicated mailing date I cannot quibble with your allegation. We have therefore given you a credit for this amount against our invoice (copy attached). In addition we established that all material would be sold to Coral Corporation under terms of 2% discount if paid by the 10th (prox.) of the month following the date of receipt of the material.

Down time and handling costs:

We agreed that Niedermeyer-Martin Company would reimburse Coral Corporation for time lost due to failure to deliver material when specified by Niedermeyer. In addition, costs incurred by Coral in handling rejected materials would also be reimbursed. Enclosed is a copy of our invoice covering these amounts, which is detailed by contract.

Excess acquisition costs:

Coral is to be reimbursed for the difference in cost between that previously agreed with Niedermeyer ($5.14 per post) and that incurred by Coral in acquiring the material from J.H. Baxter at $8.05 per post. This material consisted of 348 posts used at our Alder Creek job. This amount is also included in our invoice.

The number of posts shipped to and rejected at Halsey and Powder River is apparently somewhat of an enigma at this point. When we can get all the billings together on these jobs we will attempt to relate the number of posts billed to the number installed on the job according to our field reports and billing records.

There were a number of past due invoices on the unearned discount recap. Invoices 55112 and 55184 are in the Swamp Creek problem re. Shaffer Engineering & Construction Company. We have filed a lien against their bond on November 3, 1972. We have previously paid a number of invoices on this job. Invoices 55377 and 55666 were being held pending a final agreement on the problems at our Halsey Interchange job.

Since the State of Oregon is holding back funds on our Halsey job equivalent to the value of posts taken from their stockpile in La Grande the discount period should begin on the shipment when we are billed. I understand that you will bill us for the posts after you have replaced those taken from the State stockpile.

I think I have covered everything that we discussed and agreed upon. If you have any additional comments, please give me a call.

Very truly yours,

Lawrence E. Bosworth, C.P.A.
Controller

LEB/sls

Niedermeyer
Martin

Niedermeyer-Martin Co. 1727 N.E. Eleventh Ave., Portland, Oregon 97212 · 503/287-2411. Telex No. [redacted]. Cable/NIEDO

SOLD TO
State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

INVOICE NO 58485-RG-5[illegible]36-0617

SHIP TO (SAME AS SOLD TO UNLESS NOTED)

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

YOUR ORDER NO.	OUR ORDER NO.	TERMS OF PAYMENT	DATE
		Net 30 Days	07/13/73
SOLD F O B.		ROUTE VIA	CAR NO.

THIS INVOICE IN THE AMOUNT OF $2,383.95 IS ISSUED PER ATTACHED LETTER DATED 7/13/73.

TOTAL AMOUNT OF THIS INVOICE $2,383.95

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

dkm

ORIGINAL

VERN HOAGLIN CONSTRUCTION CO., INC.

P.O. Box 587, Corvallis, Oregon 97330
(503) 643-3148

October 26, 1972

Niedermeyer-Martin Co.
1727 N.E. Eleventh Ave.
Portland, Oregon 97212

Attention: Bob Gilsdorf

RE: Backcharges

Gentlemen:

The following is a breakdown of backcharges which we have discussed in prior weeks and months relating to defective material.

X (1) August 22, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 laborer	4 hours @ $8.83	$ 35.32 ✓	
1 operator	4 hours @ $11.48	45.92 ✓	
1 teamster	4 hours @ $9.73	38.92 ✓	
2 ton truck	4 hours @ $4.60	18.40 ✓	$ 138.56 ✓

X (2) August 24, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	2½ hours @ $11.48	28.70 ✓	
1 teamster	2½ hours @ $ 9.73	24.32 ✓	
2 ton truck	2½ hours @ $ 4.60	11.50 ✓	64.52 ✓

X (3) August 28, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

VERN HOAGLIN CONSTRUCTION CO., INC.

P.O. [illegible], Oregon 97[illegible]

[illegible] 648-3143

X (4) August 29, 1972 - Contract 7395 - Dubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

X (5) September 7, 1972 - Contract 7395 - Dubbs Ranch
Sorted and hauled rejected posts and blocks.

1 operator	3 hours @ $11.48	34.44 ✓	
1 teamster	3 hours @ $ 9.73	29.19 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	
2 ton truck	3 hours @ $ 4.60	13.80 ✓	103.92 ✓

X (6) September 11, 1972 - Contract 7539 - Richland Interchange
Sorting and stacking rejected posts.

1 operator	3 hours @ $11.48	34.44 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	60.93 ✓

(7) Shipment dated August 16, 1972 your shipment number 26128-RG for Contract 7539 - Richland Interchange the following materials were rejected by the Oregon State Highway Department:

Posts	300 @ $6.90 EA	2,070.00 ✓	
Blocks	103 @ $1.55 EA	159.65 ✓	2,229.65 ✓

To Quantities of Quantities Rejected

X (8) Shipment dated August 23, 1972 your order no. 26228-RG for contract 7697 - N.W. 185th Ave. the following materials were rejected by the Oregon State Highway Department and were returned.

Posts	110 @ $6.[illegible]	7[illegible].00 ✓	
1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 labors	12 hours @ $ 8.83	105.96 ✓	
Lowboy	6 hours @ $13.92	83.52 ✓	1,042.74 ✓

$16.74

VERN HOAGLIN CONSTRUCTION CO., INC
P.O. Box 519, Cornelius, Oregon 97113
(503) 648-3148

(9) August 18, 1972 Returned to Niedermeyer-Martin Co. rejected posts and blocks from Hoaglin Construction Cornelius yard.

Posts	167 @ $5.90 EA	985.30	
Blocks	199 @ $1.30 EA	258.70	1,244.00

(10) Sorted and hauled the above posts and blocks.

1 operator	8 hours @ $11.48	91.84	
1 teamster	11 hours @ $ 9.73	107.03	
Transport	5 hours @ $13.92	69.60	268.47

(11) Enclosed is an invoice previously sent for materials you could not supply. 0-52413 Eq 707.40

TOTAL AMOUNT OF BACKCHARGES $ 6,169.91

MEMO: Total quantity on rejected posts and blocks for Contract 7395 - Bubbs Ranch will follow later.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Robert Wong

RW/sb

7697

OSHD
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	~~Washington~~	~~Oregon~~
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-7-74	W. N. Bryant, Area Engineer		EHS-U-186(24)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2-5-73	5-7-73	60 %	420 Cal Days
APPROVED EXTENSIONS	**LOCATION**		
None	Eight miles northwesterly of Portland City limits on the Sunset Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JAN 10 1974

REGIONAL OFFICE

NW. 185th AVENUE INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structures, & Signing

Work completed under this project consisted of the construction of one post-tensioned reinforced concrete girder undercrossing structure and interchange ramps including necessary roadbed grading, lime treated subgrade, cement treated base and asphalt cement pavement.

All contract work was completed in reasonably close conformance with specification requirements on 2-5-73 at a final cost of $1,118,921.23 or 10.2 percent below the authorized amount of $1,245,639.38. The above amount includes $1,020,687.29 for work completed on contract bid items, approximately 7 percent below the bid amount of $1,099,535. The State has explained all overruns and underruns in a satisfactory manner.

A total of 250 calendar days were used in completing the work as compared to the 420 calendar days provided under the contract.

NOTED
H.S.COULTER

1-11-74
cy Const.
Young

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

Info
Inves
R/D
Sign
File
FOR
REFER TO
JAN 10 '74
RECEIVED
STATE HWY. ENGR.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W. N. Bryant — W. N. Bryant, Area Eng		SIGNATURE: E. J. Valach — Original signed by E. J. Valach, Dist. Engineer	
TITLE: Area Engineer	DATE: 1-9-74	TITLE: District Engineer	DATE: 1/11/74

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7697

December 27, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-U-186(24)

SUBJECT Request Federal-aid Project Acceptance

Contract 7697, Work Completed February 5, 1973

Project N.W. 185th Avenue Interchange

Highway Sunset

County Washington

Acceptance: Transportation Commission May 7, 1973

Federal Highway Administration February 16, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

cc: F. R. Griffin

BMW:pr

7697

Vaine 4804

FILED
JUL 13 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUL 13 8 13 AM '73
ERS
TATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 12, 1973

Hutchinson, Schaub, Burdick & Hilton
Attorneys at Law
Six Ten Southwest Alder Street
Portland, Oregon 97205

NOTED ON
7-16-73 K

Attention Denton G. Burdick, Jr.

Gentlemen

This is to acknowledge your letter of July 5 on behalf of your client, Fentron Highway Products, Inc., advising us of their claim for $2,796 against Hoaglin Construction Company, Inc., for signing materials.

Your client's claim appears to be against Contract No. 7697 awarded to Slate-Hamilton for work on the N. W. 185th Avenue Interchange Section of the Sunset Highway in Washington County.

The Great American Insurance Company, 2030 Ninth Avenue, Seattle, Washington 98121 and the United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office upon satisfaction of your client's claim.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RECEIVED
JUL 13 1973
STATE HIGHWAY COMMISSION

cc Wells-Read-Wood-West Co.
Great American Insurance Co.
United Pacific Insurance Co.
Slate-Hamilton

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter. ✓

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

July 5, 1973

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Secretary, Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Re: O.S.H.D. 7697
Northwest 185th Avenue Interchange
Signing

Enclosed is a claim against the bond given by Slate-Hamilton, a joint venture and Great American Insurance Company and United Pacific Insurance Company in connection with the above work. I would appreciate it if you would acknowledge receipt of the enclosure.

Very truly yours,

Denton G. Burdick, Jr.

DGB:mb
Enclosure

RECEIVED
JUL 9 - 1973
OREGON
STATE HIGHWAY COMMISSION

TO: State of Oregon
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that FENTRON HIGHWAY PRODUCTS, INC., has a claim for materials consisting of break-away sign posts, single sign supports, double sign supports and a single mount furnished to Vern Hoaglin Construction Co., Inc. by Fentron Highway Products, Inc., in the sum of $2,796 against the bond taken from SLATE-HAMILTON, a joint venture, principal, and GREAT AMERICAN INSURANCE COMPANY and UNITED PACIFIC INSURANCE COMPANY, sureties, for the work of signing, N. W. 185th Avenue Interchange, Oregon Highway Division contract No. 7697.

DATED this 5th day of July, 1973.

FENTRON HIGHWAY PRODUCTS, INC.

By _____
Denton G. Burdick, Jr.

One of its Attorneys

- 7697 -

July 3, 1973

Mr. Denton G. Burdick, Jr.
Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Portland, Oregon 97205

Dear Mr. Burdick:

We are enclosing the attached copy of the Contract and Performance Bond for Contract No. 7697 as requested in your letter of July 2.

The subject contract was completed on February 25, 1973, and accepted by the Highway Commission on May 7, 1973.

I hope this information meets your requirements.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG:ks
Attachment

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

July 2, 1973

Russ
Pls-handle
COC

Secretary, State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Re: O.S.H.D. 7697
NORTHWEST 185th Avenue Interchange
SIGNING

Would you please forward us a copy of the bond posted by the general contractor Slate Hamilton Company in connection with the above highway contract. Also, would you please advise us as to the date the contract was accepted by the Highway Commission. Our interest in the matter is that we represent Fentron Highway Products, Inc. and will be filing a claim on its behalf when we receive the information that we are requesting. If there is any charge for this please bill us.

Very truly yours,

Denton G. Burdick, Jr.

DGB:mb

JUL 3 - 1973

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

7697

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 15, 1973

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Re: Safekeeping Receipts
No. 465 and No. 466
Slate-Hamilton

State Highway Division Contract No. 7769 is now complete and the securities deposited with your Department on the above receipts dated August 3, 1972 can be released.

Mr. Slate requested that you hold the bonds until Thursday, May 17, 1972, at which time he will be in Salem and shall personally pick them up.

Very truly yours,

Vernon E. Skoog
Controller

By:

R. J. Hacek
Contract Accounting Supvr.

RJH:kmb

cc: Slate Hamilton

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

7697

May 13, 1973

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Wells-Hood- and- Get Co.
415 Morgan Building
Portland, Oregon 97205

Gentlemen:

On May 9, 1973, we wrote to you concerning release of final payment on Contract No. 7697 awarded to Slate-Hamilton for work on N. .. 185th Avenue Interchange section of the Sunset Highway in Washington County.

The total contract amount is $1,023,331.37 including $6,233.45 for work performed under force account.

Very truly yours,

E. A. Hood, Secretary
OREGON ST TE HIGH.. I COMMISSION

fsa

cc Slate-Hamilton
P. O. Box 19238
Portland, Oregon 97219

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
L. W. Rulien

7697

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7697 , **Work Completed** February 5, 1973

Project N.W. 185th Interchange

Highway Sunset , **County** Washington

Type of Work Grading, Paving, Structure & Signing

Contractor Slate - Hamilton

Recommended Acceptance Date May 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

7697

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.W. 185th Ave Inter.	WEEK ENDING: April 21, 1973
	SECTION PREFIX: 3h-1058
HIGHWAY: Sunset	COUNTY: Washington
NAME OF JOB: N.W. 185th Avenue Interchange	KIND OF WORK: Grading, Paving, Structure and Signing.
CONTRACTOR: Slate-Hamilton	CONTRACT NUMBER: 7697
	FEDERAL AID PROJECT NUMBER: EHS-U-186(24)
DATE OF CONTRACT: February 25, 1972	DATE WORK STARTED: March 8, 1972
	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work 420
	WORK DAYS USED: work 250
	SPECIFIED CALENDAR DAYS:
	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:
	PERCENT OF TIME ELAPSED: 60
PROJECT AUTHORIZATION: $1,245,639.38	
EXCLUSIVE OF ENGINEERING: $1,157,060.58	ENGINEERING AUTHORIZATION: $88,578.80
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,100,000.00	ENGINEERING COST TO DATE: $87,218.41
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT OVERRUN: 5 %	PERCENT OF AUTHORIZATION: 98 %
	DATE PROJECT WAS COMPLETED: Feb. 5, 1973

Semi-final submitted April 17, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.73	0.73			0.73
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.73	0.73			0.73
TOTAL ESTIMATED QUANTITIES (CONTRACT)	163,000	25,900			7,740
TOTAL QUANTITIES CORRECTED TO DATE	125,000	20,000			7,760
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	125,000	20,000			7,760
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9970							
PERCENT	100							

	WEATHER	WORKDAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Cloudy			
MONDAY 16	"			
TUESDAY 17	"			
WEDNESDAY 18	"			
THURSDAY 19	"			
FRIDAY 20	"			
SATURDAY 21				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK -	
SUNDAY 15	
MONDAY 16	No activity all week.
TUESDAY 17	
WEDNESDAY 18	
THURSDAY 19	
FRIDAY 20	
SATURDAY 21	

REMARKS

Project complete. Semi-final submitted April 17, 1973.
Final Report for this project.

SIGNED _____ LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7697

February 21, 1973

Mr. Francis I. Smith
Attorney at Law
Morgan Park Building
Portland, Oregon 97205

Dear Mr. Smith:

Thank you for your letter of February 16 advising us that the controversy which existed between Ward Steel Corporation and Hamilton Construction Company has been resolved and that Ward Steel has been paid for its work.

This appears to be in reference to the Ward Steel Corporation claim in the amount of $2,544.62 against the Slate-Hamilton Contract No. 7697 in Washington County.

This information is being noted in our records and we are advising all interested parties that this claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:flm
cc Ward Steel Corp.
Slate-Hamilton
Great American Ins. Co.
United Pacific Ins. Co.
Wells-Reed-Wood-West Co.

MOVED [illegible]
2-21-73

FRANCIS I. SMITH
ATTORNEY AT LAW
MORGAN PARK BUILDING
PORTLAND, OREGON 97205

February 16, 1973

Mr. Cecil W. Head
State Highway Building
Room No. 121
Salem, Oregon 97310

Re: Project No. 7697
Northwest 185th Interchange
Sunset Highway
Contract Hamilton Construction
Bonding Great American Insurance Company United Pacific Insurance Company

Dear Mr. Head:

Confirming our telephone conversation I am happy to report to you that the controversy which existed between Ward Steel Corporation and Hamilton Construction Company has been resolved, and Ward Steel has been paid for its work in connection with the above noted contract.

Please accept my thanks for your consideration.

Yours respectfully,

FRANCIS I. SMITH

FIS:m

cc: Ward Steel Corporation
cc: Hamilton Construction Company

STATE HIGHWAY

NOTED
C. W. HEAD

7697

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

2-16-73

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Washington	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
2/16/73	W. H. Bryant, Area Engineer		WIS-U-186(24)
IN COMPANY WITH			
*See below			
QUALITY OF WORK*	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	60 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

FEB 26 1973

REGIONAL OFFICE

N. W. 185th AVENUE INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Structure, and Signing

*In company with: Don Haller, Regional Construction Engineer, OSHD
Jim McNamee, Resident Engineer, OSHD
Howard Harris, Resident Bridge Engineer, OSHD
Pat O'Neil, Asst Area Engineer, FHWA
David Noyes, Highway Engineer Trainee, FHWA

All contract work was completed in reasonably close conformance with the approved plans and specifications, including authorized changes, on February 5, 1973 at a final estimated cost of $1,010,000, approximately 8 percent below the contract amount of $1,099,535. A total of 250 calendar days were used to complete the work as compared to the 420 calendar days allowed under the contract.

Project records indicate that all materials incorporated into the work were in reasonably close conformance with the specification requirements. Acceptance of the work is recommended.

NOTED
H. S. COULTER

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

2-28-73
Corrected
as Young
filed

NOTED
A. E. JOHNSON

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

7697

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 14, 1973

Federal-aid Project No. EHS-U-186(24)

FROM L. H. Young
Office Engineer

NOTED
A. E. JOHNSON

SUBJECT Request Contract Acceptance

Contract 7697 Work Completed February 5, 1973

Project N.W. 185th Avenue Intchge

Highway Sunset

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 16, 1973

Conditions not acceptable: None

G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

2 cy 2-28-73

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5

7697

4761

FILED
JAN 29 1973
CLAY MYERS
SECRETARY OF STATE

NOTED
2-1-73 KO

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 26, 1973

Ward Steel Corporation
5816 S. W. Hood Avenue
Portland, Oregon 97201

Attention: Warren Ward

Gentlemen:

This is to acknowledge receipt of your letter of January 18, 1973, informing us that Slate-Hamilton owes you for labor and material in the amount of $2,544.62.

From the description given in your letter, this appears to be in reference to the Slate-Hamilton Contract No. 7697 for work on the N.W. 185th Avenue Interchange Section of the Sunset Highway in Washington County.

The Great American Insurance Company and United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc Great American Insurance Company
United Pacific Insurance Company
Wells-Reed-Wood-West Company

NOTED
C. W. HEAD

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

WARD STEEL CORPORATION

Steel Products - Pre Fab Bldgs. - Open Web Joists - Steel Decking

5816 S. W. Hood Ave.
Portland, Oregon 97201
PHONE 244-1115

January 18, 1973

Mr. C. W. Head
State Highway Building
Room # 121
Salem, Oregon 97310

Project; OSHD # 7697
N. W. 185th Interchange - Sunset Highway
Washington County

Contractor's; Slater - Hamilton Construction
Bonding by; Great American Insurance Co.
United Pacific Insurance Co.

Mr. C. W. Head;
Dear Sir;

This Corp. is filing a claim against this project for labor amd material furnish to this project by this Corp.

The amount of this claim is $ 3,544.62 # 2,544.62

Thank you kindly,

Yours truly,
Warren Ward
Warren Ward pres.

NOTED
C. W. HEAD

RECEIVED
JAN 21 1973
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

7697

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 6, 1973

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. ~~ES-U-186(24)~~

SUBJECT Request Change Order Approval

Contract 7697, State Force Order No. 3

Project N.W. 185th Avenue Intchge.

Highway Sunset

County Washington

The Order covers State Forces planing high patches which were placed by the contractor in the west bound lanes. The contractor was responsible for repairs of his crossing, however, due to inclement weather and the lack of special equipment a satisfactory riding surface was not obtained. The State has the necessary special equipment and trained personnel to perform this work. A Price Agreement has been prepared to reduce the payment to the contractor for the estimated cost of this work.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 4, 1973.

Your approval as of January 4, 1973 is requested.

Attach.

JK:pr

RECEIVED
DEC 5 - 1972
OF FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 30, 1972

Slate-Hamilton
P.O. Box 19238
Portland, OR 97219

Attention: Elton D. Slate

NOTED
A. E. Johnson

Gentlemen:

Re: N.E. 185th Avenue Interchange
Sunset Highway
F.A. Proj. No. EHS-U-186(24)
Contract No. 7697
EEO Compliance Review

This is to inform you that your joint venture firm has been found in compliance with the EEO requirements of this project.

This finding is based on the results of the EEO compliance review conducted by the Federal Highway Administration on August 18, 1972.

Your cooperation in this matter is appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
cc: Jack I. Hamilton

bc: Glen L. Green
A. E. Johnson
Gene Huntley
L. W. Rulien
James McNamee

RECEIVED
DEC 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 27 1972
FOR

November 24, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EMS-U-185(24)

SUBJECT Request Change Order Approval

Contract 7697, Extra Work Order No. 3

Project N. W. 185th Ave. Interchange

Highway Sunset

County Washington

The order covers construction of slope paving curbs. The curb is necessary to prevent vandalism of slope paving blocks and for erosion control.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 16, 1972.

Your approval as of October 16, 1972 is requested.

Attach.
JKlund

RECEIVED
[illegible]
FOR FILING

Gen. files

7697

August 4, 1972
Salem, Oregon

Bonds filed with State Treasurer
Fred H. Slate Co.
Contract No. 7697

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and receipts from the State Treasurer advising of the receipt of County of Klamath Bancroft Improvement Bonds in the amount of $16,075.33 and City of Grants Pass Improvement Bonds in the amount of $40,149.09 from Fred H. Slate Co. in lieu of retainage on Contract No. 7697.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

Floyd Query, Secretary

fkn
Att.

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

Aug. 3, 1972

Fred H. Slate
General Contractors
Post Office Box 19238
Portland, Oregon 97219

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipt No. 465 dated Aug. 3, 1972 in the amount of $16,075.33, and safekeeping receipt No. 466 dated Aug. 3, 1972 in the amount of $40,149.09, a total of $56,224.42.

The bonds as described on the receipts are in lieu of retainage on State Highway contract No. 7697.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
encl.

cc: Floyd Query, State Highway Department

RECEIVED
AUG 4 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 465

Received for Account of Fred H. Slate Co. General Contractors

Date August 3, 1972

Address P.O. Box 19238, Portland, Oregon 97219

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
County of Klamath Bancroft Improvement Bonds Series No. 10 4½%	1/17	1	75.33	12	1	72	75.33
		16	1,000	12	1	72	16,000.00
Dated June 1, 1972 Due June 1, 1974							
							16,075.33

Purpose of Deposit In Lieu of Retainage on State Highway Contract No. 7697 N.W. 185th Ave. Interchange Sunset Highway Washington County

Authority Chapter 746 O.L. 1971

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

SION

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 466

Received for Account of Fred H. Slate Co. General Contractors

Date August 3, 1972

Address P.O. Box 19238, Portland, Oregon 97219

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Grants Pass Improvement Bonds	1/41	1	149.09	12	1	72	149.09
Series 1972 5%		40	1,000.00	12	1	72	40,000.00
Dated June 1, 1972 Due June 1, 1973							
							40,149.09

Purpose of Deposit In Lieu of Retainage on State Highway Contract No. 7697 N.W. 185th Ave. Interchange Sunset Highway Washington County

Authority Chapter 746 O.L. 1971

Countersigned by [signature] Deputy Cashier

[signature]
State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUL 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 17, 1972

NOTED
A. E. JOHNSON

Slate-Hamilton
P.O. Box 19238
Portland, OR 97219

Attn: Mr. Elton D. Slate

Gentlemen:

Re: N.E. 185th Avenue Interchange
Sunset Highway
F.A. Proj. No. EHS-U-186(24)
Contract No. 7697

The Equal Employment Opportunity Compliance Review on the subject project scheduled for July 28, 1972 has been postponed.

It will be rescheduled later and you will be advised of the date and time.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn F.R.

M. D. Glenn
Construction EEO Engineer

fr
cc: Jack I. Hamilton

bc: Glen Green
A. E. Johnson
Gene Huntley
L. W. Rulien
James McNamee

RECEIVED
JUL 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
JUL 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7677

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 14, 1972

Slate-Hamilton
P.O. Box 19238
Portland, OR 97219

Attn: Mr. Elton D. Slate

NOTED
A. E. JOHNSON

Gentlemen:

Re: N.W. 185th Avenue Interchange
Sunset Highway
F.A. Proj. No. EHS-U-186(24)
Contract No. 7697

To confirm our recent conversation, an Equal Employment Opportunity compliance review of your Organization will be conducted by the Federal Highway Administration. The date is July 28 at 9:30 A.M. at your office located at 7805 S.W. 40th Avenue, Portland, Oregon.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of active subcontractors with authority to deal with compliance matters should be in attendance. Representatives from the State Highway Division and Federal Highway Administration will attend this review.

In order to conserve time and facilitate discussions, you should have the following information available prior to the review:

1. Copies of all labor agreements.

2. List of all subcontractors including suppliers.

3. Employment statistics for a current (within past 30 days) workweek compiled separately for the home office and for each job site. This information should indicate racial designations.

RECEIVED
JUL 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. A listing of all employees hired within the last 90 days showing:

   (a) Employee's name
   (b) Racial identification
   (c) Job classification and craft
   (d) Wage rate paid

5. One completed copy of the enclosed Compliance Data Report.

Attached for your information is a copy of Instructional Memorandum 40-2-72, Interim Construction Contract Equal Opportunity Compliance Procedures.

If you have any questions, please feel free to contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosures

cc: Jack I. Hamilton w/enc.

bc: Glen Green (2 copies)
A. E. Johnson
Gene Huntley
L. W. Rullen
James McNamee

RECEIVED
APR 10 1972
FOR FILING

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

April 5, 1972

Slate-Hamilton
P.O. Box 19238
Portland, OR 97219

Gentlemen:

Re: N.W. 185th Avenue Interchange Section
Sunset Highway
F.A. Project No. EHS-U-186(24)
Contract No. 7697

This is to notify you of approval of your proposed training program by the Federal Highway Administration.

Attached herewith is an approved copy of your program as requested by Mr. Jack Hamilton in his letter of February 21, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn

M. D. Glenn
EEO Engineer

Enclosure

cc: Jack I. Hamilton w/enc.

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
L. W. Rulien
James McNamee

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
FORM E-30
FOR FILING

7697

Gen'l file.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1972

To:

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

SUBJECT: N.W. 185th Avenue Interchange
Sunset Highway
Contract No. 7697

NOTED
A. E. JOHNSON

Attached is a request from Region I for changes in two right of way takings on the subject project which have been discussed with you previously.

On File No. 46770, the temporary easement, Parcel 2, for the detour will not be required. Parcel 1, the permanent taking will be required. File No. 46771 should cover two parcels. Parcel 1 a permanent taking will be needed, and Parcel 2, a temporary easement will not be necessary. This is the result of an agreement worked out between the contractor and the County closing 185th Street in that area.

In addition to the above files, File No. 46918 and File No. 47024 for temporary easements may also be cancelled.

Please proceed with these changes.

C. T. Keasey
Construction Engineer

CTK:fw
Attach.
cc A. E. Johnson

RECEIVED
APR 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (REV. 10-69)

Routing: Keasey, K, Pease, E, Glenn, Litchfield, Berg

RECEIVED
MAR 31 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 30, 1972

SUBJECT: N. W. 185th Avenue Interchange
Sunset Highway
Contract No. 7697

To: Mr. F. D. Morgan
Construction Engineer
Salem

This office was the recipient of a copy of a Memo to the File prepared by K. A. Chatwood discussing several files on the subject project. Mr. Chatwood asked that this office advise whether or not certain of these files could be canceled partially or in total

File No. 46770, parcel 2, for the temporary easement for the detour will not be required. Parcel 1, the permanent taking will be required. File No. 46918, Cedar Mill Rural Fire Protection District and File No. 47024 Park City Properties, covering the temporary easement for detour may be cancelled. File No. 46771, should cover two parcels. Parcel No. 1 should be a permanent taking and will be needed. Parcel No. 2 is a temporary easement for the detour and will not be needed.

(No 46771)

In discussing this file with Resident Engineer McNamee, he indicated we all ready had the temporary easement, but no permanent taking on the little triangular piece needed for widening of 185th. As stated above we will need this small triangular piece amounting to about 3/100 of an acre.

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/bd
att
cc: K. A. Chatwood
Ken Rolfe w/att

SP*52479-734

Mr. Rulien

FORM S-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

March 24, 1972

To: Memo to File

SUBJECT: 46770-Park City Corp.
46771-Standard Insurance
46918-Cedar Mill Rural Fire Protection District
47024-Park City Properties
Cornelius Pass Rd.-Multnomah County Line Section
Sunset Highway
Washington County

Mr. Tom Iwen, Design Section, says that County road (185th Street) will be closed during construction. This was supposedly worked out by the contractor and the County.

This would allow cancellation of files 47024 and 46771 and allow cancellation of the easements for detour on the other files. One is under condemnation; this may save us a lawsuit.

Mr. Ken Rolfe, District Supervisor, will check this with the Resident and Regional Engineers and will ask Mr. Rulien to officially notify Salem of the change if the above information is a fact.

ORIGINAL SIGNED
K. A. CHATWOOD

K. A. Chatwood
Administrative R/W Agent

KAC:lf

cc Frank Hall
L. W. Rulien
Kenneth Rolfe

al - have you done this yet?

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
MAR 27 1972
☐ TE ☐ UE ☐ DES ☐ SEC

33617

IRW 27145
590-660

① FIELD 3.3 Ac. Total

RA

320'

975'

Parcel No. 3
Deed RW: 8124
Restricted Access
1250 Sq. Ft.

FIELD

127.7'

50

Deed RW 27147
0.03 Ac.

1/4 Sec. Cor. Not Found

② 0.2 Ac. RT

F.J. RW 27147

Deed RW 27147
590 - 668 RA

Anna C. Berger
~~C. Fiore Berger~~
~~F129 F129~~
301 - 214

33616

1/4

33618

① 1.1 Ac

530.

AVE

185 Th.

50

Road

Park City Corp
725-671
730-582

2850

2830

Relocated

~~W. B. Schallberger~~
~~41-643~~

Well House

Temp Ease. - Detour
47 Ac. Ft.

0.13 Ac

0.15 Ac

0.22 Ac

46770

~~Nelse Johnson~~
~~145-53~~

Park City Corp
725-671
730-582

46770

1" = 800'

Standard Insurance Co.
746-53

46771

AUG 31 1971

E. Line C. Williams D.C.

25

30

31

36

Barn

Standard Insurance Co.
746-53

Shed

+00

40

3.3 Ac. Total

Parcel No. 3
Deed RW: 8124
Restricted Access
1250 Sq. Ft.

FIELD

127.7'

50'

Deed RW 8124

128.3'

F.J. RW 27147

1/4 Sec. Cor. Not Found

0.2 Ac. (2) (RA)

Deed RW 27147
590 - 668 (RA)

33616

33618

(1) 1.5 Ac.

530'

CASE:

20

185 TH. AVE. — 30.25 IN —

40

W. & B. Schallberger
41-643

Well House

(2) (1) (2)

0.13 Ac.

0.22 Ac.
46770
Temp. Ease. - Delowe
47 Ac. ± Rt.

Nelse Johnson
145-93

Corp 46770

Insurance Co.
46-53

46771

1"=80'

25

30

31

36

+00

40

Barn

Standard Insurance Co.
746-53

Shed

50 Ac. ± Rt.

Area

+00

+50

30'

1"=100' WASH. CO. NOV, 1971

58-5-4

NOV 23 1971

J. H. Smith
464-31

+00

Park City Corp Vs
Bauman, Robert C. 1/4
Kalous, Kenneth I 1/4

773-488 Pl

Map 1N-1-30
T.L. 1905

c. 84 Ac

Cedar Mill Rural Fire Protection Dist #
761-357

Fire Sta
Map 1N-1-30
T.L. 907
+50

Drive Way

Employee Parking lot

1957 FIRE LINE

33611

1923.03

46918

25

110

80

90

10

50

15

33617
Deed RW-27146
590-660

Deed RW 8109
0.13 Ac.

2110 4 Lo Sec. Cor

200.0

272.0

310

240

S 61° 46' E

SUNSET HWY

2930

Parcel-1
Deed RW-8109
Restricted Access
6.71 Ac.

Deed RW 27146
590-660

33617

FIELD

3.3 Ac. +or-

320

150

Parcel-2
Deed RW 8109
0.03 Ac

61°18' Calc.

2933

FIELD

FORM S-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
February 14, 1972

To: Mr. Kon Rolfe
District R/W Supervisor
P. O. Box 02157
Portland 97202

SUBJECT: R/W File No. 47024
Park City Corp. et al
N. W. 185th Ave. Interchange
Sunset Highway
Washington County

This is to confirm our conversation of February 10, 1972, in your office.

The temporary construction easement through the subject property will not be necessary.

By changing the detour slightly it can be kept within the right of way. Mr. Harwood, Regional Construction Engineer, has verbally given his approval of this change.

James W. McNamee
Resident Engineer

JWM:mcp

cc: L. W. Rulien

I want to see prior to finish on dispute

REGION 1 — RE ☐ RME ☐ RCE ☑ OE ☐ — FEB 16 1972 — TE ☐ UE ☐ DES ☐ SEC ☐

RECEIVED STATE OF

FORM PR-33A (REV. 3-68) cc: OSHD (Johnson) Region Wash DC

FOR FILING 4-27

3-27-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

4-14-72 J. Johnson by JG

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
3-27-72	W. H. Bryant, Area Engineer	EHS-U-186(24)

In Company With: Jim McJamee, Resident Engr., OSHD

Location: Project located approximately 8 miles northwesterly of Portland City limits on the Sunset Highway

APR 13 1972 REGIONAL OFFICE

L Conte 4-14-72

Contractor Name and Address: Slate-Hamilton Portland, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3-25-72	1,099,535.00	420 cal days	3-10-72	3-8-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	5 %	1%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Post-Tens. concrete girder	X 781	0.051

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NW 185th AVENUE INTERCHANGE
Sunset Highway
Grading, Paving, Structure and Signing

NOTED
A. E. JOHNSON

Work to be completed under this project consists of roadbed grading, lime treated subgrade, cement treated base and asphalt concrete on interchange ramps; construction of one undercrossing structure; construction of highway signs and sign supports; and incidental work as called for by the plans.

Due to adverse weather conditions no work was being performed on the date of this inspection, except installation of detour signing. The only work performed to date consists of minor grading of the "E" line and installation of temporary construction and detour signing.

All EEO requirements of the contract are being fulfilled in a satisfactory maner. All required posters are being displayed at the contractor's field office located on the project. The contractor's proposed training programs providing for training of one carpenter and one paledriver under approved apprenticeship programs and one laborer under a laborer's training program has been approved. This is considered a positive EEO effort by the contractor since the contract requires only two on-the-job trainees.

The contractor has requested and received approval of an alternate detour plan which should reduce the total construction time considerably. A price agreement covering the change is currently being processed by the State.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Form FHWA-121 (1
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 16, 1972

In reply refer to: 10-35-DA/961

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-U-186(24)
On-the-Job Training Program

The contractor's proposed training programs submitted by Mr. Johnson's March 9, 1972 letter provided for training of one carpenter and one piledriver under approved apprenticeship programs and one laborer under a laborer's training program.

The training proposal is acceptable and the laborer's training program is approved. The laborer's program is essentially the same as approved for other recent projects.

It is acknowledged that the contractor proposes an additional trainee to the contract requirements. This is a positive EEO effort by the contractor and the contractor can be reimbursed for the additional trainee.

3-21-72

RECEIVED
MAR - 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-33		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3		Washington
		PROJECT NO.
		EHS-U-186(24) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 N.W. 185th Ave. Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-12-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,127,298.00	$ 716,397.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Johnston

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Greer
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer MAR 9 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. EHS-U-186(24) Safety

N.W. 185TH AVE. INTERCHANGE SECTION

SUNSET HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, February 15, 1972

Project Agreement Estimate.

Type Code X781
Structure (Sta. 2933+39.22)

Shoring, Cribbing, Etc.	All Required		$	7,000.00
Structure Excavation	600 cu.yd.	5.50		3,300.00
Structure Excavation Below Elevation Shown	60 cu.yd.	5.50		330.00
Furnish 14-inch Prestressed Concrete Piling	8,660 lin.ft.	4.60		39,836.00
Drive Prestressed Concrete Piles	148 only	160.00		23,680.00
Prestressed Concrete Pile Extensions	430 lin.ft.	10.00		4,300.00
Drilling Pile Holes	680 lin.ft.	6.00		4,080.00
Class A Concrete (862 c.y.)	All Required			75,000.00
Class AA Concrete (505 c.y.)	All Required			60,000.00
105'/110' Bulb Tee Prestressed Beams	11 only	3,700.00		40,700.00
110'/115' Bulb Tee Prestressed Beams	11 only	3,700.00		40,700.00
Prestressing Steel (47,200 lb.)	All Required			30,000.00
Reinforcement (262,500 lb. @ $0.20)	All Required			40,000.00
Two Tube Metal Railing	581 lin.ft.	15.00		8,715.00
Pedestrian Handrail	286 lin.ft.	18.00		5,148.00
Preparation of Slopes	860 sq.yd.	3.50		3,010.00
Concrete Slope Paving	860 sq.yd.	10.00		8,600.00
Deck Seal	1,900 sq.yd.	1.50		2,850.00
8-inch Culvert Pipe	300 lin.ft.	5.00		1,500.00
1 1/4-inch Electrical Conduit	100 lin.ft.	3.00		300.00
2-inch Electrical Conduit	380 lin.ft.	1.50		570.00
			$	399,619.00

Roadway

Mobilization	All Required		$	100,000.00
Temporary Protection and Direction of Traffic	All Required			25,000.00
Clearing and Grubbing	All Required			75,000.00

Removal of Structures and Obstructions	All Required		1,000.00
Embankment in Place	163,000 cu.yd.	1.00	163,000.00
Trench Excavation	230 cu.yd.	6.00	1,380.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	All Required		2,000.00
Furnishing and Placing Topsoil	8,500 cu.yd.	3.00	25,500.00
Watering	1,850 M-Gals.	1.00	1,850.00
Coarse Aggregate Base	15,200 ton	4.20	63,840.00
Lime Treated Subgrade	22,000 sq.yd.	0.60	13,200.00
Lime for Treated Subgrade	250 ton	37.50	9,375.00
Cement Treated Base Mixture	10,700 ton	4.75	50,825.00
Portland Cement in CTB Mixture	590 ton	32.50	19,175.00
Asphalt in Seal	23 ton	100.00	2,300.00
Class B Asphalt Concrete Mixture	7,740 ton	6.90	53,406.00
Asphalt Cement in Mixture	500 ton	31.00	15,500.00
Reinforced Concrete Bridge End Panels	390 sq.yd.	18.00	7,020.00
12-inch Culvert Pipe	230 sq.yd.	5.00	1,150.00
18-inch Culvert Pipe	660 sq.yd.	7.00	4,620.00
18-inch Paved Culvert End Slopes	8 only	150.00	1,200.00
Concrete Inlets, Type G-1	4 only	275.00	1,100.00
Concrete Inlets, Type G-2MA	4 only	350.00	1,400.00
Guard Rail, Type 2A	2,400 lin.ft.	4.15	9,960.00
Guard Rail Anchors	13 only	225.00	2,925.00
Extra for Guard Rail Bridge Connection	4 only	250.00	1,000.00
Concrete Curbs	7 cu.yd.	100.00	700.00
Extra for Asphalt Approaches	7 only	70.00	490.00
Extra for Asphalt Curbs	1,200 lin.ft.	1.00	1,200.00
Extra for Asphalt Walks	1,000 sq.yd.	3.00	3,000.00
Guide Posts	80 only	7.50	600.00
Guide Posts, Flexible*	15 only	13.00	195.00
1 1/2-inch Electrical Conduit	120 lin.ft.	2.50	300.00
2-inch Electrical Conduit	130 lin.ft.	3.00	390.00
Roadside Seeding and Mulching	20 acres	350.00	7,000.00
			$ 671,601.00

*Experimental (Category 2)

Signing

Removal of Existing Sign Installation	All Required	$ 800.00
Painted Wood Sign Posts	All Required	1,200.00
Sign Support Footings	All Required	2,200.00
Breakaway Sign Posts	All Required	5,000.00
Single Sign Supports	All Required	1,800.00
Double Sign Supports	All Required	1,200.00
Structure Mount	All Required	1,000.00

Type A and B Signs in Place	1,070 sq.ft.	7.00	7,490.00
Type C, D and R Signs in Place	403 sq.ft.	5.00	2,015.00
Type E Signs in Place	66 sq.ft.	5.00	330.00
Type U Signs in Place	5 sq.ft.	6.00	30.00
Sign Illumination Equipment	All Required		5,000.00
Thermoplastic Pavement Arrows	2 only	125.00	250.00
			$ 28,315.00
			$1,099,535.00
Flagging (60% of Contractors Cost)	All Required		$ 5,000.00
Temporary Erosion Control	All Required		500.00
On the Job Trainees (2 @ $800)	All Required		1,600.00
			$ 7,100.00
	Subtotal		$1,106,635.00
	10% Engr. & Cont.		110,663.00
	Total		$1,217,298.00

Length of Project - - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - -	$ 716,397.00
State Funds - - - - - - - - - - - - - -	500,901.00
Total	$1,127,298.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 96%; Group 8 - 4%

Contract No. 7697

Prefix 34-1058

N.W. 185TH AVE. INTERCHANGE SECTION

NONPARTICIPATING - STATEWORK

Permanent Striping	All Required	$ 500.00
Stage Construction Striping	All Required	100.00
Work by Park City Corp.	All Required	1,000.00
		$1,600.00

RECEIVED
MAR 9 - 1972
FOR FILING

7697

March 9, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: N. W. 185th Avenue Interchange Section
Sunset Highway
F.A. Project No. EHS-U-186(24)
Contract No. 7697
On-the-Job Training Program

The subject contract was awarded on February 25, 1972 to Slate-Hamilton, a joint venture firm, of Portland, Oregon. The contract included the EEO Special Provisions for on-the-job training under FHWA Order Interim 7-2(2).

The contractor was to provide two trainees during the life of the project. At the preconstruction conference held on February 22, the contractor submitted his proposal to furnish three trainees. The trainees to be provided are in the Carpenter, Piledriver and Laborer crafts.

Attached are four copies of the contractor's proposed training programs, detailing the length and type of training to be provided, the wage rates to be paid and the approximate starting date of each. The Carpenter and Piledriver trainees are to be furnished under existing apprenticeship programs approved by the FHWA. The Laborer trainee is to be provided under a program which is essentially the same as approved on other recent Federal-aid projects.

The Oregon State Highway Division has accepted the contractor's proposal as meeting the required standards under FHWA Order Interim 7-2(2), subject to your approval and participation in costs for providing the additional trainee.

We request your approval and concurrence in our acceptance of the contractor's proposed programs.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
A.E. JOHNSON

A. E. Johnson
Assistant State Highway Engineer

Attachments (4)

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
Gene Huntley (enc.)

MDG:fr ja

RECEIVED
MAR 8 - 1972
FOR FILING

7677

bc F. D. Hor[illegible]n
Walt Hart
L. E. Young
Attn. Vince Gallagher
J. W. Mullen
Jo[illegible]

Mar[illegible] 7, 1972

Mora-Knudtson
P. O. Box 19216
Portland, Oregon 972[illegible]

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7677 for work on the N. E. 65th Avenue Interchange Section of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 9840[illegible]

Great American Ins. Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 9812[illegible]

Wells-Reed-Wood-West Co.
612 Failing Building
Portland, Oregon 97204

RECEIVED
MAR 7 - 19

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 3, 1972

Slate-Hamilton
P.O. Box 19238
Portland, OR 97219

NOTED
A. E. JOHNSON

Gentlemen:

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Re: N.W. 185th Avenue Interchange Section
Sunset Highway
F.A. Project No. BHS-U-186(24)
Contract No. 7697
Trainee Program

This letter constitutes formal approval of your selection of crafts in which trainees are to be provided on the subject contract. With this approval, you may commence work on this project.

In your letter dated February 22, 1972, you proposed to furnish three trainees on this project, one each in the Carpenters, Piledrivers and Laborers crafts. The Carpenter and Piledriver trainees to be provided are in existing State of Oregon apprenticeship programs approved by the Federal Highway Administration. Your proposed program submitted for the Laborers trainee has been reviewed and is approved by the State Highway Division.

You are commended for proposing to furnish an additional trainee on this contract. Although only two trainees are required, the State will reimburse you for the hours of training provided to the third trainee, as provided in the Special Provisions of the contract, subject to the approval of your program by the Federal Highway Administration.

You are reminded that the primary purpose of the training program is the training and upgrading of members of minority groups.

Your proposed training program is being submitted to the Federal Highway Administration for their concurrence in our approval of the Laborer training to be provided. You will be notified of their findings.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. Glenn

M. D. Glenn
EEO Engineer

cc: Jack I. Hamilton, Eugene, OR Office
bc: R. E. Simpson
A. E. Johnson
Gene Huntley
L. W. Rulien/att.
James McNamee/att.

Form E-123

RECEIVED
FEB 29 1972

Files

FRED H. SLATE CO.
GENERAL CONTRACTORS

ELTON D. SLATE
EVAN E. ANDERSON
JAMES N. LEINBACH

7805 S.W. 40th AVENUE P.O. BOX 19238 PORTLAND, OREGON 97219 503 246-4217

February 29, 1972

7697

Re: N. W. 185th Avenue
Interchange Section
Sunset Highway
Contract No. 7697

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Gentlemen:

Reference is made to the above numbered contract which is a joint venture between Fred H. Slate Co. and Hamilton Construction Co. under the name Slate-Hamilton.

This is to advise you that any further signatures which may be required on change orders, time extensions or any other legal documents which are required by you should only require any one of the signatures of any of the principals. In evidence of this the respective principals of Fred H. Slate Co. and Hamilton Construction Co. affix their signatures hereto.

Yours very truly

APPROVED:

GREAT AMERICAN INSURANCE COMPANY

By _____
Attorney-in-fact

UNITED PACIFIC INSURANCE COMPANY

By _____
Attorney-in-fact

FRED H. SLATE CO.

Elton D. Slate
Elton D. Slate, Partner

Evan E. Anderson
Evan E. Anderson, Partner

James N. Leinbach
James N. Leinbach, Partner

HAMILTON CONSTRUCTION CO.

Harry I. Hamilton
Harry I. Hamilton, President

William T. Peckham
William T. Peckham, Secretary

Jack I. Hamilton
Jack I. Hamilton, Treasurer

RECEIVED
MAR 1 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Copies to Acctg, Constru, Bridge

RECEIVED
MAR 2 - 1972
FOR FILING

bc D. Morgan
Walt Hart
L. H. Young
Attn Vince Gallagher
L. W. Rulien
James McNamee
William Geibel (SAIF)

7697

February 28, 1972

Slate-Hamilton
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

The State Highway Commission on February 8, 1972, accepted your proposal for work on the N. W. 185th Avenue Interchange Section of the Sunset Highway in Washington County and referred it to the Administrator of Highways with authority to award the contract as soon as the necessary right of way is acquired and approval of the Federal Highway Administration is received.

Those conditions were fulfilled and the Administrator of Highways February 25, 1972, awarded you the project, which has been assigned Contract No. 7697.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 10, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
FEB 28 1972
FOR FILING

EH-
1-186(24)
7697

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 25, 1972 is requested in the award of contract for the N.W. 185th Avenue Section, Project No. U-186(24).

The contractor receiving the award is Slate-Hamilton, in the amount of $1,099,535, with Contract No. 7697 assigned. This bid was received on February 3, 1972 and awarded on February 25, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Programing Engineer

Federal Highway
Administration endorsement.

Date _____
I concur in the award.

DAR:dg

R. E. Simpson
Division Engineer

RECEIVED
SEP 1 1972
FOR FILING

7697

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1972

SUBJECT: N.W. 185th Ave. Interchange
Sunset Highway
Contract No. 7697
Footpaths and Bicycle Route

To: Mr. Frank Morgan
Construction Engineer

BUILDING

ROUTED
F. B. KLABOE

The following items are chargable to footpaths and bicycle routes on the subject project.

Item No.	Item	Unit	Quantity	Contract Price	Total
11	Coarse Aggregate Base	Ton	259	4.20	$ 1,087.80
17	Class "B" Asphalt Concrete Mixture	Ton	104	6.90	717.60
18	Asphalt Cement in Mixture	Ton	7	31.00	217.00
37 thru 57 incl.	Structure Items		10.6%*		42,360.00
					$44,382.40

*Percent of sidewalk area to total area of structure.

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

CGS:jg
cc: F. B. Klaboe
Verne Skoog
C. G. Swenson
L. H. Young

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1972

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-14-72

EHS-U-186(24)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:

PROGRAM NO.

ITEM NO.
U-162

FEDERAL AID PROJECT NO.
EHS-U-186(24)

STATE PROJECT NO.
NW 185TH AVE. INTERCHANGE

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
1. | X | 2.

NOTED
F. B. KLABOE

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

1-17-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
JANUARY 12, 1972	JANUARY 12, 1972	PRIMARY ROUTE #27	SUNSET HIGHWAY - ROUTE #47

GENERAL LOCATION:
AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,000.00; TEMPORARY EROSION CONTROL IN AMOUNT OF $500.00: AND ON THE JOB TRAINING IN AMOUNT OF $1,600.00 AS SHOWN IN YOUR ESTTMATE.

RECEIVED
JAN 18 1972
OF...
STATE HI...

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- [X] OTHER (Specify)

CONTRACTOR'S FLAGGING	$5,000.00
TEMPORARY EROSION CONTROL	500.00
ON THE JOB TRAINING	1,600.00

NOTED
TOM EDWARDS

REMARKS
MR. YOUNG'S JANUARY 4, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED EXCEPT THAT THE ITEM LISTED ON THE ESTIMATE AS - GUIDE POST, FLEXIBLE, IS CONSIDERED EXPERIMENTAL CATAGORY 2 AND IS SUBJECT TO THE REQUIREMENTS OF PPM 20-6.3.

THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIALS IS APPROVED FOR USE ON THE PROJECT.

OUR AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING RIGHT TO ENTER AND USE OF RIGHT OF WAY PARCELS - FILE NOS. 46770, 46771 AND 46918, PRIOR TO REQUEST FOR CONCURRANCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-72		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

EHS-
1-186(24)
7627

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. Walter Hart

DATE: January 6, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon EHS-U186(24)
185th Ave. Interchange Section

The advance plans transmitted with a copy of Mr. Ellison's December 20 letter to Mr. Rulien are not complete enough for our review and comments or approval. We will gladly review final design plans in advance of PS&E as a speed-up measure, but the plans must be complete.

1-13-72
cc: L. W. Young
Frank Hall

1-7-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 7
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

EHS-
1-8 E 1-2
760

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Mr. Simpson:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 27, 1972.

EHS-T-5015(3)	Washburn Way at Shasta Way
ER-223(1)	Sawyers Rapid and Elkton Slide Section
EHS-T-5003(3)	Ninth St.-Fourteenth St. (Astoria)
EHS-U-186(24)	N.W. 185th Ave. Interchange Section
I-5-5(52)274	Hubbard Int.-Woodburn Int. Section
I-5-5(53)283	Hubbard Interchange Section
EHS-I-5-5(54)258	Market St. Interchange

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1954, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

DAR:dg

RECEIVED
JAN 3 - 1972
FOR FILING

EHS-
(1-186(24)
7677

December 30, 1971

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the 185th Avenue Interchange Section on the Sunset Highway in Washington County. This interchange project will replace an existing at-grade crossing of 185th Avenue and the Sunset Highway at a total estimated cost of $1,208,500, i.e., (construction $1,200,000, right-of-way $8,500).

This project was tentatively approved and added to Program XII February 16, 1971. I recommend your approval to contract this project January 1972, with federal-aid funds and request your confirmation of finance approval on Program XII.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

bc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary Sund
F. D. Morgan
I. D. Merchant
D. H. Moehring
L. H. Young
B. L. Gifford
V. E. Skoog
L. W. Rulien

BLG:dg jf

RECEIVED
DEC 21 1971
FOR FILING

EHS-11-186 (8-1)

To Fred Klabge

From 7697 D. Stallcup

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

File No. 46771

Date 12-10-71

Subject Standard Ins File 185th & Sunset Hwy

Standard Ins. people are agreeable to give the state a temporary easement for the duration of the project at no cost.

Mrs Carol Klein (Mr Jacksons Secy) advised.

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Salem, Oregon
December 6, 1971

Mr. D. H. Moehring
Right of Way Engineer

B U I L D I N G

Please handle "conflict of interest" problem at 185th and Sunset which we discussed. Please call Mr. Jackson's secretary, Carol Klein, and advise outcome.

Check with Frank Hall on our needs.

F. B. Klaboe
Assistant State Highway Engineer

FBK:ia

TRANSACTION NUMBER 12-30

FORM I 2-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S NOVEMBER 24,

TITLE: PROGRAM & PLANNING ENGINE

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ___ THRU ___		STAGE 2 ITEM NOS. 162 THRU ___			OTHER IDENTIFICATION AND/OR REMARKS (State)
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION
62	EHS-U-186(24)	0.0	1,150,000	730,825	NW 185TH AVE. INTERCHANGE SECTION

12-8-71

12-14-71
Young

NOTED
E. B. KLABOE

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

RECEIVED
DEC 21 1971
FOR FILING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-8-71	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any m
tion on the part of the Federal Government to provide Federal funds for the undertaking.

CTION NUMBER 12-30

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-8-71

BY (Signature)
MR. YOUNG'S NOVEMBER 24, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

LASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS _____

STAGE 2
ITEM NOS. 162 THRU _____

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	1,150,000	730,825	NW 185TH AVE. INTERCHANGE SECTION	GRADE, DRAIN HIGH TYPE PAVEMENT ONE UNDERCROSSING STRUCTURE.

12-14-71
Young

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
ATURE AND TITLE	DATE	SIGNATURE AND TITLE	
	12-8-71	FOR: DIVISION ENGINEER	

horization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
l Government to provide Federal funds for the undertaking.

GPO 927-954

PROGRAM
NOV 26 1971
FOR FILING
EHS-
U-184 (24)
Log # 7697

November 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Dear Sir.

We are submitting program data for one Urban Project, Item No. 162, Project No. EHS-U-184(24), "N.W. 185th Avenue Interchange Section", which we desire to have included in the Federal-Aid Urban Highway Program.

This project qualifies as an "EHS" Safety Project under paragraph (e), section "Emergency Highway Safety Program, of IM 30-5-71, based on the accident record of 31 accidents which occurred within the existing at-grade crossing from 1966 to date. A copy of the accident analysis/collision diagram for the period mentioned is enclosed. There were 8 accidents during the first 9 months of 1971 which in the opinion of the Highway Division places the intersection in the upper priority rating of necessary safety projects. The project will eliminate the present traffic conflicts and will eliminate the intersection type accidents.

It is our intention to receive bids for this project on January 27, 1971.

Public hearing and environmental statement not required as design approval was granted prior to January 14, 1969.

The project is exempt from Clearinghouse review as the majority of the required right of way was acquired prior to September 30, 1969. However, a "Notice of Intent" was sent to the State Clearinghouse and a copy of the State Clearinghouse's approval dated June 28, 1971 is enclosed.

Very truly yours,

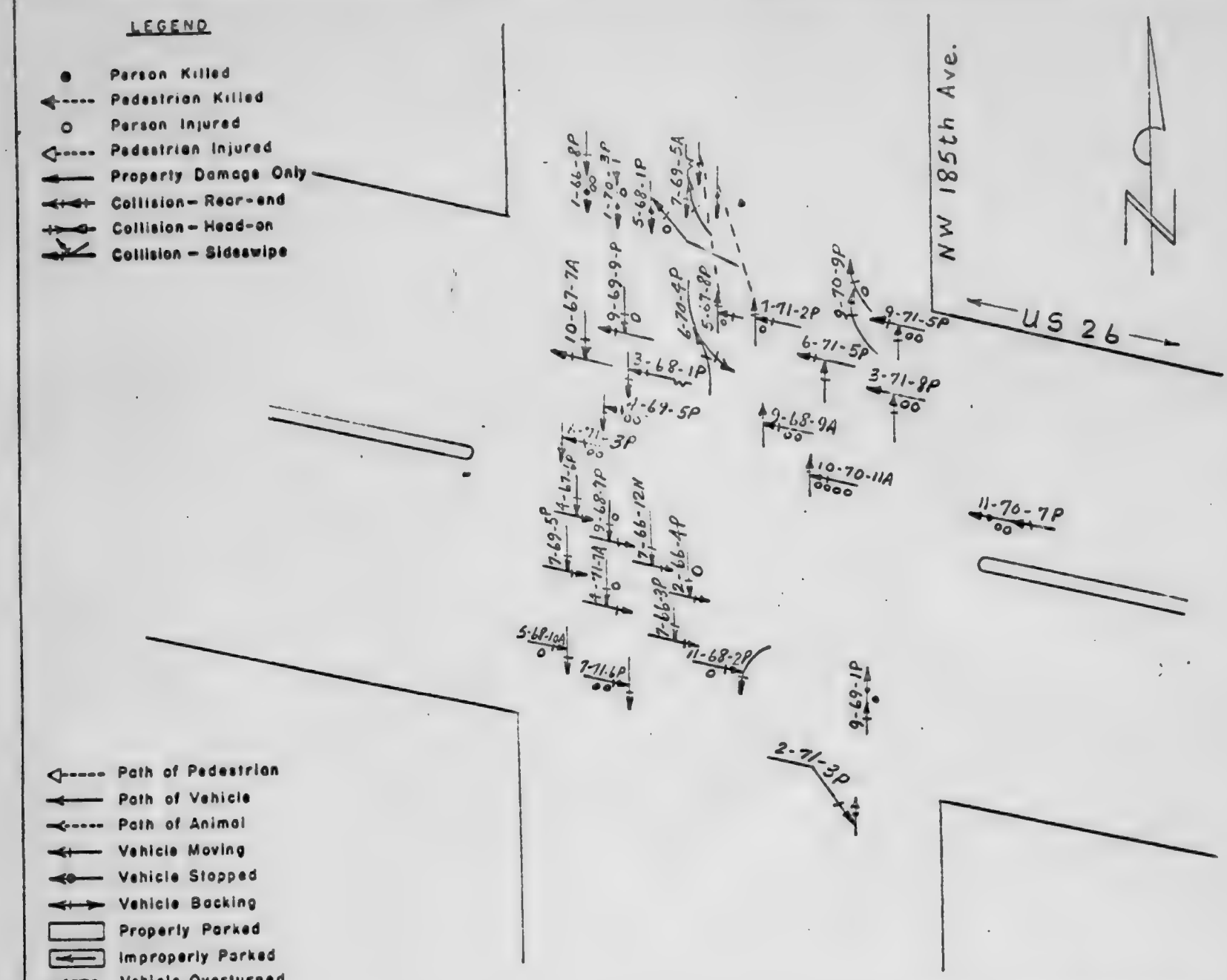
R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Washington
Intersection of Sunset Hwy and NW 185th Ave.
Highway Number 47 (US 26) MP 64.28
Period Covered 1-1-66 to 9-30-71
Compiled by MM Drawn by _____ Date 11/19/71



Collision Type	1966-1967				1968-1969				1970				9 Mos. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		2	4	6		6	2	8		1		1		6	2	8		15	8	23
Head-on																		4		4
Rear-end		1		1		1		1		2		2								
Sideswipe																		2	2	4
Turning Movement						1	1	2		1	1	2								
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	4	6		8	3	11		4	1	5		6	2	8		21	10	31

Form E-261-6-70

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL II
Director

June 28, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: N. W. 185th Avenue Intchge. Sec.
Clearinghouse #71.0260

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive 02-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: July 5, 1971
R.E. Simpson, FHWA
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
I.D. Merchant
R.E. Royer
John Sheldrake
L.W. Rulien

NOTED
R. N. CHASE

NOTED
I. D. ASBURRY

RECEIVED
JUL 2 1971
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

11-24-71

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21	US 26 N.W. 185 Ave. Interchange Section 68		ADT	PRESENT	9,000	FUTURE (68)	15,000	(70)	YEAR (71)	91
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28	Gr. Dr. High Type Pave., 1 Br. 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	EHS (73)	PL. AUT (74)				
CARD 4	CLASS OF FEDERAL FUNDS	Urban						COUNTY NAME	Wash					
	NAME OF URBAN AREA 17-31	Portland						ROUTE NO.	P	FEDERAL-AI	27			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		US 26 NW 185th Ave. Interchange Section			
5					ROW		"N.W. 185th Ave. Interchnage Section"			
5					CONST (CODE) X781 Safety			0.0	1,150,000	730,825
							PROJECT TOTALS	0.0	1,150,000	730,825

(16) (23) (24) (33

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

t-24-71

Section (65)	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
		9,000	15,000	91	08	Oregon	35	032	162

OUTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24) (26)	DESIG. 27
				EHS		EHS-U-	186(24)			

COUNTY NAME	CODE (14) (16)	PROGRAM STAGE
Washington	067	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S. (41)
P	27	47	26

	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ve. ion						Gr. Dr. High Type Pave.; 1 U'xing Str. Length 295', HC 64' with 8' sidewalk. (To provide cpt. interchange.) Frontage road 10'.
tion"						
	0.0	1,150,000	730,825	419,175		ROW- 240' normal; Access Control- Full; Parking Restriction- Complete.
OJECT OTALS	0.0	1,150,000	730,825	419,175		

(16) (23) (24) (33)

REMARKS

Additional Data: Item 442, Project F-186(22).

USCOMM DUSCOMM-DC 48905-P61

REMARKS - (continued)

Project Data: The project consists of construction of a prestressed beam U'xing structure, length 295', H.C. 64', plus 8' sidewalk/bikeway; necessary acceleration and deceleration lanes, ramps and 20' frontage roads to provide a complete diamond interchange.

NOTE: The main roadway was constructed under project F-186(22) and when the at-grade crossing is replaced by the U'xing structure a 4-lane divided main highway facility will remain.

Public Hearing and Environmental Statement: Not required as design approval granted prior to effective date of current PPM 20-8. See FHWA Memorandum of concurrence dated September 8, 1971.

State and District Clearinghouse Reviews: Not required as the majority of the right of way was acquired prior to September 30, 1969. See FHWA Memorandum of concurrence dated September 8, 1971.

Location/Design: Location/design was approved by various actions prior to January 14, 1969. SEE FHWA Memorandum of concurrence dated September 8, 1971.

This project qualifies as an "Emergency Highway Safety Project" under paragraph (e) of IM 30-5-71. There has been 31 accidents at this intersection from 1966 thru the lst 9 months of 1971 with 8 of the accidents occurring in the lst 9 months of 1971. This project will eliminate the traffic conflicts and accidents.

For PR-37: - TYPE CODE X781

		Estimated Cost
a.	U'xing structure	$ 500,000
b.	Incidental ramps, approach roads, acceleration & deceleration lanes	$ 650,000

NOTE: On-the-job trainees, as set forth in FHWA order interview 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

NOV 26 1971

FOR FILING

EHS-FI-186 (24)
Lytle 7697

November 24, 1971

Executive Department
Federal Aid Coordination Unit
Room 5, State Capital
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13 020 02 of Executive Memorandum 02-270-26, we are submitting one copy of the completed application for federal-aid funding of the following project:

Item No.	Project No.	Name
162	EHS-(-186(24)	N.E. 185th Ave. Interchange Section

0971 0760

Very truly yours,

H. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosed

cc: R. M. Chase
R. Clifford

RECEIVED
DEC 6 19
FOR FILING

Form FHWA-321 (12-67)
UNITED STATES GOVERNMENT

Memorandum

EHS-
4-186(-)
7627

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 17, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon Project F 186(-); 185th Avenue Interchange
Sunset Highway; Bridge No. 9770

The preliminary bridge plan and elevation as shown on drawing 27079 submitted with your letter of October 20, 1971, and the foundation recommendations made in your letter of November 8, 1971, are approved as submitted.

Your comment relative to a detour for 185th Avenue to eliminate a traffic hazard was appreciated. The high speed, high volume traffic that occurs on Sunset Highway will require very careful planning of the detour in order to minimize the hazard.

We agree with the foundation recommendation to pre-bore the fills for piling at Bents 1 and 3, and to limit the minimum ram weight. The recommended minimum ram weight of 4000 pounds may be slightly less than the required one third the weight of the piling at Bent 1.

Cost Est for lighting = $55,000

Due to the urban development occuring in this area, we think that future lighting of this interchange should be considered. If there is an indication that lighting will be needed, we believe that a savings could be realized if the conduit for the lighting was included in the bridge contract.) **

We would like to commend you on your choice of structure type at this location. The long spans will permit good visibility and excellent horizontal clearance when constructed, and the use of prestress beams will permit construction with a minimum of traffic interference.

cy to ** Walt Hart - please provide necessary conduit as discussed.
12/3/71 - AEJ

RECEIVED
NOV 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
NOV 15 1971
FORM E-30-X 12-67
FOR FILING
EH-
11-16 (24)
1697

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 12, 1971

To: Mr. L. W. Rulien
Regional Engineer

SUBJECT: Borrow Source
Proposed Interchange, 185th Avenue and Sunset Highway

Re James Cochell's letter to you with attachments and maps, the consensus is that this project will be set up for the contractor to arrange for his own source of borrow.

There are several complications that make this decision seem advisable. The main problem is that Highway Commission property indicated as being a part of the consideration of this deal would have to be sold at public auction. It also follows that if these properties have any particular value, and we all know they must or Mr. Clement wouldn't want them, the price of borrow material is getting pretty high, which could conceivably establish a precedent.

Victor D. Wolfe
Location Engineer

VDW:mc

cc F. B. Klaboe
F. L. Hall

NOTED
F. B. KLABOE

RECEIVED
NOV 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202

November 5, 1971

SUBJECT: Possible Borrow Source
Proposed Interchange 185th
and Sunset Highway

To: Mr. Victor D. Wolfe
Location Engineer
State Highway Building
Salem

Attached is self-explanatory correspondence and sketch maps from Resident Engineer Cochell which indicate a possible source of borrow material in close proximity at the interchange at 185th. Preliminary contact indicates that we could possibly secure an option on the material for 30¢ per cubic yard. Inasmuch as we would not know in advance whether the contractor would elect to use this source, I would recommend that we forthwith proceed to obtain an option but that we do not complicate our dealings with the property trading.

Please advise.

L. W. Rulien
Regional Engineer

LWR/cr
Attachments
cc Jim Cochell

RECEIVED
NOV 9 1971
LOCATION
SECTION

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon
November 2, 1971

SUBJECT: BORROW AREA
N.W. 185th Ave. Interchange
Sunset Highway

To: L. W. Rulien
Regional Engineer

Enclosed please find a sketch map showing properties owned by Park City Corporation. The area shaded in red, which is approximately 20 acres, is available for material to be used in the above subject interchange. This is the high ground in the area and could be graded sloping generally to the southwest. Ingress and egress would be granted by the most direct route to 185th Ave. In talking to Mr. Boyd Clement, the local representative of Park City Corporation, he indicated that the material wouldbe available at a cost to the state at $0.30 per cu. yd., cross section measure, or on a Lump Sum basis of $45,000 based on our needs of 150,000 cu. yds. Also, as part of the consideration, Mr. Boyd would like a deed to the 2½ acre plot, owned by the state, lying on the northerly side of the Sunset Highway, shaded in green. There are also two other parcels adjacent to the Rock Creek bridge shown on a seperate sketch map, shaded in brown, that he would like a deed to as a part of the consideration.

The price for this material seems reasonable, since material from this same vicinity was used in the Cornell Road Interchange some time back and the contractor paid $0.25 per cu. yd.

The saving to the state would be considerable, since the distance from Krueger Quarry to the project is eight miles. I would estimate the cost for haul alone from Krueger Quarry on this material would be about $1.20 per cu. Yd. Also the borrow area could be worked with scrapers, reflecting a further saving.

☐ ☐ ☐ ☐
DE ADE ADE OE
NOV 3 1971
☐ ☐ ☐
TE UE DES

James W. Cochell
Resident Engineer

cc: File

SP*52476-734

An alternate was studied using a 25-foot slab span, 120-foot and 125-foot bulb-T prestressed beams made continuous for live load, and a 25-foot slab span. The estimated cost of this alternate is $522,000.

A detour for 185th Avenue will be planned to minimize the traffic hazards during construction.

This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JMT:dh
Attachments

cc A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
OCT 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1971

1697

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: 185th Avenue Interchange
Highway: Sunset (FAR 27)
County: Washington
Prefix: 34-1438

Res. Engr.
Approx. Length 0.72 mile ±
Sta. 2914+80 ± to Sta. 2953+00 ±
Date 9-29-71

Mean Truck A.D.T. 99
Traffic Coefficient 7.9
18 kip s. a. per day 43.1

Annual Precipitation 44" ±
Frost Penetration ----
CBE Total Requirement 25.5"

(1)

Typical Soil

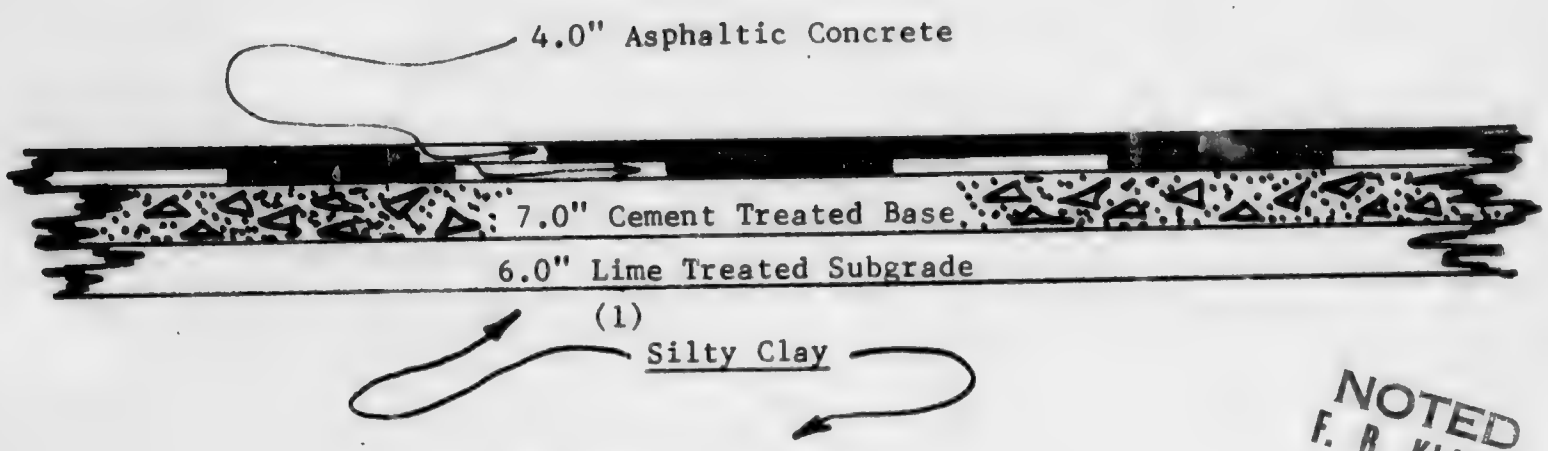
32	LL
6	PI
100	%P 10
99	%P 200
0	% Gravel
0	% C Sand
1	% F Sand
65	% Silt
34	% Clay
5	R Value
A-4	AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	*Actual Thick.*	*Component*
8.0	4.0	A.C.
12.5	7.0	C.T.B.
5.0	6.0	L.T.S.
25.5	17.0	

STRUCTURAL SECTION



NOTED
F. B. KLABOE

See Remarks on Page 2.

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Location Engineer

Submitted by E. J. [illegible]
Base Design Engineer

Recommended by [illegible]
Engineer of Materials and Research

Recommended by W. H. Gibbons
Asst Program and Planning Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

SECTION: 185th Avenue Interchange

HIGHWAY: Sunset

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*Aggregate Base*	**1.0"-0 Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	6.0"	---	---	6.0"	22.0"	15.0"
4.8 - 6.0	2.0"	---	---	9.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	---	9.5"	---	13.5"	11.5"

Remarks:

Surfacing thickness requirements for the major portion of the project are based on the heaviest traveled legs in the Interchange.

Traffic will have to be maintained during construction over short areas, connections, etc., full depth asphaltic concrete is recommended for these sections.

*Same size as used for C.T.B. Aggregate.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 185th Avenue Interchange

HIGHWAY: Sunset (FAR 27)

COUNTY: Washington

1650 Present ADT (19 70)

4.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	35	2.0	70	53	450	47,700
3	19	2.0	38	29	1000	58,000
4	4	2.0	8	6	1250	15,000
5	7	2.0	14	11	3180	69,960
6	0	---	--	--	2570	- - -
				99	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 190,660

TWENTY YEAR EWL 3,813,200

TRAFFIC COEFFICIENT 7.9

SECTION: 185th Avenue Interchange

HIGHWAY: Sunset (FAR 27)

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not applicable.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant the use of C.R.P.C.C.

RECEIVED
SEP 16 1971
FORM E-30
FOR FILING

File
L 196 .E1
1677

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

To:

SUBJECT: Sign Study Plans
185th Ave. Interchange
Sunset Highway
Washington County

Val P. Johnson
Traffic Control Engineer

B u i l d i n g

I am returning herewith without signature the subject study plans. I have not approved these plans for the following reasons:

(1) I feel advance signing should be added for the Bethany and Aloha destinations. These are shown at the ramp terminals and eventually Maintenance would receive request to install this signing.

(2) The destinations Tillamook and Seaside should be replaced with Ocean Beaches to be consistent with the signing on the Sunset Highway between North Plains and Portland. A study of the "as constructed" plans for the various interchanges in this section will show that the majority of them do carry the Ocean Beaches destination. In order to be consistent, this and two other interchanges should be changed.

(3) This class of freeway should have exit numbers to be consistent with the National standards.

RECEIVED
SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Robert N. Bothman
Maintenance Engineer

By ORIGINAL SIGNED BY JAMES J. GIX

James J. Gix
Bridge & Signs Maintenance Engineer

JJG:ib
Enclosure
cc E. S. Hunter

RECEIVED
SEP 14 1971

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 8, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-186(-)
Cornelius Pass Road - Cornell Road Section
Sunset Highway
Design Approval

In reply to Mr. Asburry's August 24 letter on the above subject, it is agreed that the construction of the 185th Avenue Interchange represents the completion of the final stage of the improvement of this section of the Sunset Highway.

This improvement was designed and approved before the effective date of the current PPM 20-8 and therefore not subject to its requirements. We concur that State and Regional clearinghouse review is not required due to the extent of right of way acquisition prior to September 30, 1969.

FBK Young 9-13-71

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 3 - 1971

EHS
U-186(24)
1697

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 2, 1971
Salem, Oregon

To: Ken Rolfe
Right of Way Supervisor
Region I

SUBJECT: OPTIONS
Cornelius Rass Road -
Multnomah County Line Section
Sunset Highway
Washington County

Attached you will find two original option forms in sextuplet covering right of way to be acquired in connection with Cornelius Pass Road - Multnomah County Line Section of the Sunset Highway in Multnomah County.

The distribution number to be used for the acquisition of these files has not been assigned.

Do not appraise or negotiate until notified.

Please send cost estimates for programming purposes to Mr. Oakes.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of August 27, 1971.

We are attaching three prints of a section of map 5B-5-4 covering this area and bearing our date of August 31, 1971.

File No.	Name	Area		
46770	Park City Corporation	0.13	acres	P1
		0.29	"	P2 Temp. Ease
46771	Standard Insurance Company	0.03	"	P1
		0.11	"	P2 Temp. Ease.

EARL F. SALING
Right of Way Office Manager

AC:SS
Enc. Options, etc.

cc: L. W. Rulien - 3prints
Milner Mead - 1 print & Auth. List
Frank Lowe - letter
Title - 1 print
Fred Jeter
Armand Riveness - Exhibit

SP*52475.734

RECEIVED
AUG 25 1971
FOR FILING

EHS-
U-186(2)
7677

August 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Design Approval
Cornelius Pass Rd.-Cornell Rd. Sec.
(185th Ave. Interchange)
Project F-186(---)
Sunset Highway (US 26)
Washington County

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project by the Federal Highway Administration prior to January 14, 1969, the effective date of current PPM 20-8, and that the requirements of PPM 20-8 have been fulfilled based on the following data:

(1) "Public Hearings" were not required for the subject project under PPM 20-8 and PPM 20-8(1) which were in effect between August 10, 1956 and January 14, 1969, the time period in which the location/design for the project was accomplished.

(2) The Highway Commission on December 12, 1960, adopted the survey, "Cornelius Pass Road-Cornell Road Section", to add to the existing facility two 12-foot traffic lanes of high-type pavement with 10-foot right and 6-foot left shoulders to provide a 4-lane facility with a 60-foot median and complete access control.

(3) Acquisition of right-of-way under Project F-186(21) was authorized August 22, 1961, by FHWA. The right-of-way project was authorized by FHWA based on an ultimate 4-lane facility by adding to the existing 2-lane facility two 12-foot traffic lanes with an interchange at 185th Avenue intersection.

(4) The 185th Avenue Interchange layout was approved January 30, 1961, by Mr. D. M. Emrich of FHWA and our overall design concept of the interchange has not changed.

(5) On May 28, 1964, the Highway Commission approved the county thoroughway agreement which included future (e.g., 185th Ave.) and present interchange construction.

Under our design concept, the subject section was ultimately to be developed as a 4-lane access controlled highway with grade separation at intersections. Therefore, the proposed project is one of the steps toward accomplishing the ultimate design through elimination of the 185th Avenue at-grade intersection constructed under Project F-186(22). Although an at-grade intersection was constructed at 185th Avenue, under Project No. F-186(22), partial grading of the ramps was also accomplished under the project within the limits set forth in the plans.

Based on the foregoing facts, it is our opinion that it is evident that the subject interchange, i.e., the grade separation structure and ramps, were included in the overall design approval of Project F-186(22) and reflected in the actions taken by the Highway Commission, Highway Division and the FHWA.

Acquisition of additional right-of-way of approximately 0.16 acre is necessary in the SW quadrant of the interchange because present-day traffic studies indicate an ADT requiring left-turn refuges on 185th Ave. in the interchange area based on today's design standards. Enclosed is a sketch map of the interchange area showing colored in red the required additional right-of-way. This amount of additional right-of-way is minute compared to the total amount necessary for the interchange.

We further request your concurrence that the subject project is exempt from State and District Clearinghouse review under paragraph 2b of IM 50-1-70, inasmuch as more than 95% of the right-of-way was acquired for the 185th Avenue Interchange before September 30, 1969.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enc.
cc: F. B. Klaboe
Frank Hall
R. D. Asburry
R. N. Chase
B. L. Gifford

RECEIVED

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

CHC-
11 186
1621

Jul 30, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. L. H. Young

Dear Sir:

Please be informed that, in their meeting of July 23, 1971, the Executive Board of the Columbia Region Association of Governments reviewed the following highway projects:

a. Park and Ride Stations--S. Banfield Interchange area and I-80N-I-205 Intersection

b. N. W. 185th Ave. Interchange-Sunset Highway, Washington County

The Executive Board found both of these projects are compatible with and part of the area's transportation master plans.

Sincerely,

Homer C. Chandler
Executive Director

HCC:jec

c: August 3, 1971
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. E. Royer
John [illegible]
L. W. Pulion

RECEIVED
AUG 2 1971
PROGRAM PLANNING

RECEIVED
JUL 14 1971
FOR FILING

EHS-
U:186(24)
7677

July 14, 1971

Mr. Thomas P. Maloney
3940 N. W. Columbia
Portland, Oregon 97229

Dear Mr. Maloney:

This is in response to your July 12 letter to Mr. Glenn L. Jackson, which was referred to this office for reply.

As far as can be determined at this time, the interchange between the Sunset Highway and N. W. 185th Avenue will be constructed during the 1972 working season. Federal highway funds, however, are not certain that far in advance and while the Commission will do everything possible to schedule this job, many things could happen in the next six months to make changes necessary. What I am trying to say is that the job is planned for 1972, providing no unforeseen complications arise and providing Federal-aid highway funds are not deferred or cut off.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. L. Hall
L. W. Rulien

3940 N. W. Columbia
Portland, Oregon 97229
July 12, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Highway Building
Sales, Oregon 97310

Dear Mr. Jackson:

I deeply regret that I have not replied to your letter of April 8 earlier than this in connection with construction of traffic interchange at the intersection of N. W. 185th and Sunset Highway in Washington County.

I am not unmindful of the handicap at which the State Highway Commission operates due to limited financial resources, but, as you can readily understand, we feel that the need for such a traffic interchange is immediate. The need is somewhat focused by the State Police patrols still maintained on weekends since my letter of March 30, but, despite the most intense efforts of the State Police to slow people down it is almost humanly impossible on a 24 hour basis and, as you are aware, there have been any number of collisions occurring at this spot.

Despite the rehash, you cannot imagine how pleased I was to hear from Dick Milbrodt, Washington County Administrative Officer, informing me that you have made plans to construct a full interchange at this intersection during the 1972 construction season. I picked up two area residents on July 11 who were involved in a four-car collision at this location and they were quite bitter about it as their car was badly damaged as were two others and, as you can imagine, this couple were upset about the lack of a proper overpass.

I mentioned that plans had been made for the 1972 season for an overpass and they informed me that, although it was late in the day insofar as they were concerned, it certainly was encouraging to know that they could look forward to an easement of the problem.

On behalf of the Somerset West Advisory Committee, I would like to express my deep appreciation to you for your interest in our problem, and your decision to construct the overpass in 1972.

Would I be out of order in asking you to let me know when construction might begin?

Yours sincerely,

Thomas P. Maloney

RECEIVED
JUL 1 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 11

Distribution of information relative to these projects has been made to se agencies for review. If your agency was not included in the distribution and y examine and comment on any of the proposals, information will be supplied upon

Clearing-house #	Applicant	Project Description	Location
71.0244	Highway Division	Champoeg Acquisition $107,150	Marion County
71.0245	Lane Human Resources, Inc.	Phase-Out $ 85,768	Lane County
71.0246	City of Waldport	Sewage Treatment Plant Expansion $214,000	Waldport
71.0247	Highway Division	Comstock-Anlauf Intchge $2,500,000	Douglas County
71.0248	Highway Division	Boardman Safety Rest Area $425,000	Morrow County
71.0249	Highway Division	Malheur River (Malheur Butte) Bridge: $100,000	Malheur
71.0250	Port of Portland	Portland International Airport - Military Construction (Relocation) $12,976,000	Portland

DEPT
JUN 16 1971

NOTED
JOM EDWA

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Klabhuber
Young
6-15-71

OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 11, 1971

ution of information relative to these projects has been made to selected state review. If your agency was not included in the distribution and you desire to comment on any of the proposals, information will be supplied upon request.

Applicant	Project Description	Location	Admin. Dist.
Highway Division	Champoeg Acquisition $107,150	Marion County	3
Lane Human Resources, Inc.	Phase-Out $ 85,768	Lane County	5
City of Waldport	Sewage Treatment Plant Expansion $214,000	Waldport	4
Highway Division	Comstock-Anlauf Intchge $2,500,000	Douglas County	6
Highway Division	Boardman Safety Rest Area $425,000	Morrow County	12
Highway Division	Malheur River (Malheur Butte) Bridge: $100,000	Malheur	14
Port of Portland	Portland International Airport - Military Construction (Relocation) $12,976,000	Portland	2

NOTED
JOM EDWARDS

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 11, 1971

Clearing-house #	Applicant	Project Description	Location
71.0251	Washington County Community Action Organization, Inc.	Emergency Food and Medical Services $ 63,394	Washington County
71.0252	Portland Metropolitan Steering Committee	Comprehensive Medical Care Services $2,104,140	Portland
71.0253	Development Opportunity Inc.	Family Planning $ 63,890	Oregon City
71.0254	Mid-Willamette Valley Community Action	Alcohol Program $155,396	Marion
71.0255	City of McMinnville	Sewer Treatment Works $237,000	McMinnville
71.0256	Portland Metro Steering Committee	Dental Care Centers $535,652	Portland
71.0257	Portland Metro Steering Committee	Project "HELP" $60,000	Portland
71.0258	Portland Metro Steering Committee	Family Planning $138,600	Portland
71.0259	Jackson County Community Action Committee	Health Start $ 33,202	Jackson County
71.0260	Highway Division	N.W. 185th Ave. Intchge Sunset Highway $850,000	Washington County
71.0261	Columbia Memorial Hospital	Hill-Burton Hospital Construction	Astoria

Applicant	Project Description	Location	Admin. Dist.
ashington County Com-unity Action Organi-ation, Inc.	Emergency Food and Medical Services $ 63,394	Washington County	2
ortland Metropolitan teering Committee	Comprehensive Medical Care Services $2,104,140	Portland	2
evelopment Opportunity nc.	Family Planning $ 63,890	Oregon City	2
id-Willamette Valley ommunity Action	Alcohol Program $155,396	Marion	3
ity of McMinnville	Sewer Treatment Works $237,000	McMinnville	3
Portland Metro Steering Committee	Dental Care Centers $535,652	Portland	2
Portland Metro Steering Committee	Project "HELP" $60,000	Portland	2
Portland Metro Steering Committee	Family Planning $138,600	Portland	2
Jackson County Com-munity Action Committee	Health Start $ 33,202	Jackson County	8
Highway Division	N.W. 185th Ave. Intchge Sunset Highway $850,000	Washington County	2
Columbia Memorial Hospital	Hill-Burton Hospital Construction	Astoria	1

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 11, 1971

Clearing-house #	Applicant	Project Description	Location
71.0263	Highway Division	S. Banfield Intchge I-80N - I-205 $ 5,000	Portland
71.0264	Highway Division	Mt. Hood Hwy-E. Ptld Fwy Intchge Area $ 5,000	Portland
71.0265	Highway Division Environmental Impact	Harbor Drive Closure	Portland
71.0266	Jackson County Community Action Council	Emergency Feed & Medical $ 56,000	Jackson County
71.0267	Jackson County Community Action Council	Program on Alcoholism $ 79,137	Jackson County

Applicant	Project Description	Location	Admin. Dist.
hway Division	S. Banfield Intchge I-80N - I-205 $ 5,000	Portland	2
hway Division	Mt. Hood Hwy-E. Ptld Fwy Intchge Area $ 5,000	Portland	2
hway Division vironmental Impact	Harbor Drive Closure	Portland	2
kson County Community ion Council	Emergency Feed & Medical $ 56,000	Jackson County	8
kson County Community tion Council	Program on Alcoholism $ 79,137	Jackson County	8

RECEIVED
JUN 10 1971

STATE OF OREGON

INTEROFFICE MEMO

SH-11 1.2 (5Y)

TO R. L. Porter, State Highway Engineer

DATE: June 10, 1971

young 6-11-71

7697 / FROM Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg., Salem 97310

SUBJECT: N. W. 185th Avenue Interchange
Clearinghouse #71.0260

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by June 30, 1971.

If you have questions or need assistance, please let us know.

RECEIVED
JUN 11 1971
OFFICE OF

81-125.0015

RECEIVED
JUN 8 - 1971
FOR FILES

EHS-
U-186(34)
7697

Cross Referenced To:
Alb.
Portland
Washington

June 8, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2 Federal-Aid Primary	N.W. 185th Ave. Intchge. Sec. Sunset Hwy., Washington County

The estimated date of filing for federal-aid funds on this project is July 20, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
I. D. Merchant
R. E. Royer
John Sheldrake
L. W. Rulien

June 8, 1971

Columbia Region Association of Governments
429 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Attached for your review and comments as District Clearinghouse, (fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the Demonstration Cities and Metropolitan Act of 1966, and Title IV of the Intergovernmental Cooperation Act of 1968), please find a completed Notice of Intent for the following project:

Federal-Aid Primary — N.W. 185th Avenue Intchge. Sec. Sunset Hwy., Washington County

Upon completion of review, please forward your comments to Mr. L. H. Young, Program and Planning Engineer, State Highway Division. The review and comments by you, unless otherwise stated, will be accepted as final consumation of both reviews. Should you require additional information to complete the Section 204 review, please indicate this along with your A-95 review comments. Your cooperation in this matter will expedite the processes of federal-aid programming.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau — I. D. Merchant
R. E. Royer — R. E. Royer
H. S. Cox — John Sheldrake
B. L. Gifford — L. W. Rulien
R. N. Chase

Yellow

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: N.W. 185th Ave. Intchge. Sec.
Sunset Hwy., Washington County

June 7 19 71

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City --

County Washington Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies - -

3. **Federal Program**

Common Program Name Federal-Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 510,000
Loan ..... Grant X
Local Applicant Share (--)
(if any) $ - -

State Agency Share $ 340,000

Other (Specify) $ - -

Total $ 850,000

Source of State Agency Share

General Fund $ .....

Other Funds (specify) $ 340,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to .....%

When .....

5. **Period Covered by Projects**

Beginning date January, 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date Feb., 1973

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** July 20, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

N.W. 185th Ave. Intchge. Sec., Sunset Highway, Washington County.

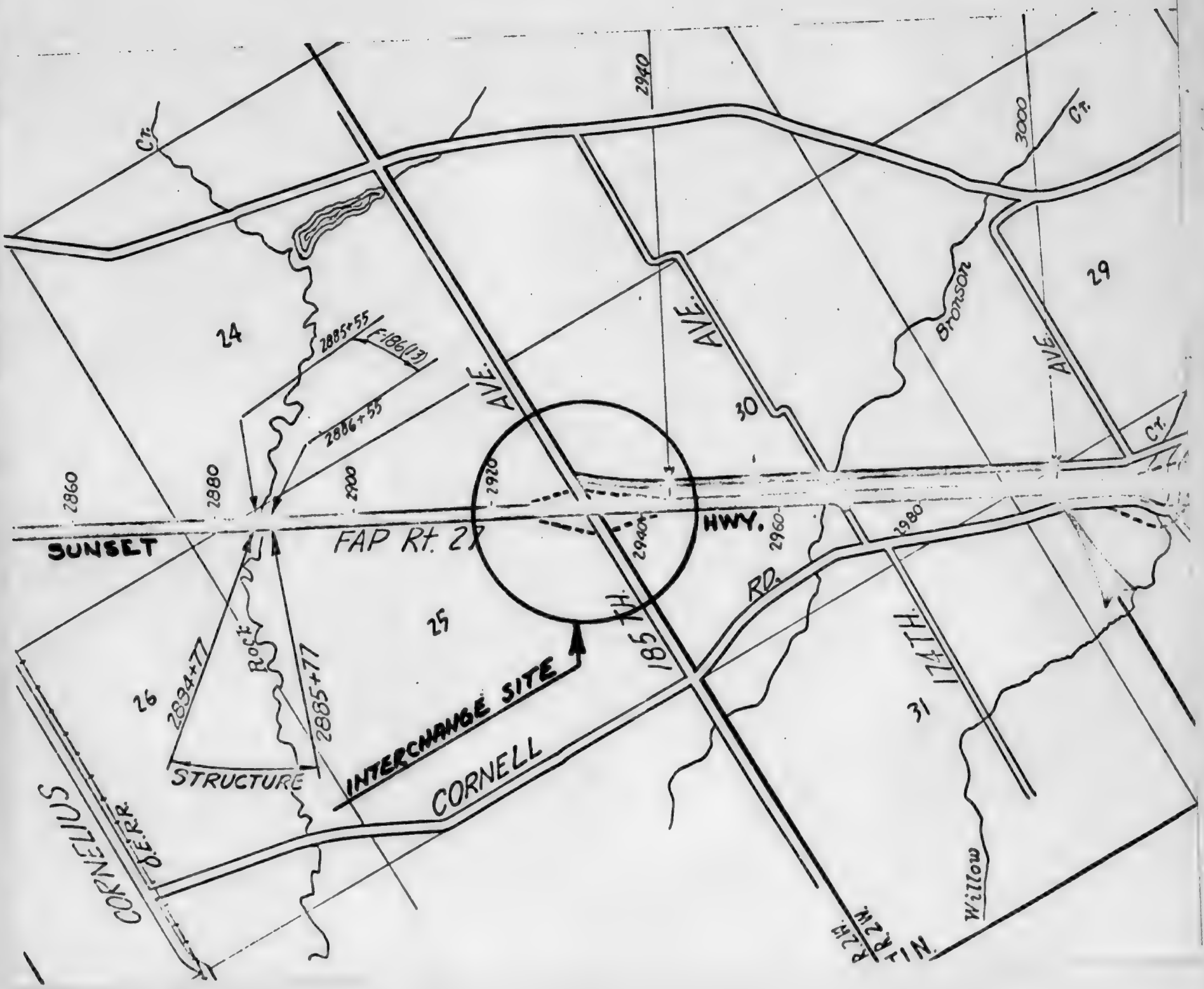
This project involves preliminary engineering, grading, paving, structure and incidental work necessary to construct a grade separation structure and connecting ramps from 185th Ave. to the Sunset Highway. The existing traffic on the Sunset Highway at this intersection is 9,000 vehicles and the estimated 1990 ADT is 15,000.

Under a previous contract,partial grading was completed in anticipation of this interchange. The proposed overcrossing structure will have a horizontal clearance of 64-feet. Additional right-of-way will not be required.

This project is related to the "Goals for a Livable Oregon" by the elimination of an at grade intersection on a high capacity four lane highway.

See attached map for geographical location.

N. W 185th Ave. Intchge. Sec.
Sunset Hwy., Washington County



FOR FILE:
EHS-
4-186(24)
7677

Cross Referenced To:
Adm
Petitions
Wash. Co.

April 14, 1971

Mr. Boyd Applegarth
Superintendent
Beaverton Schools
4855 S. W. Erickson Avenue
Beaverton, Oregon 97005

Dear Mr. Applegarth:

This will acknowledge receipt of your April 12 letter addressed to Mr. Glenn L. Jackson, which he referred to this office for reply.

The Commission is aware of the intersection you mentioned on the Sunset Highway and has an interchange tentatively scheduled on the current construction program. This program covers about four years of time, and I am unable to offer a date as to when this construction might commence.

The Commission's problem is that this project is in competition with quite a few others and it is indeed a frustrating task to try to allocate available funds so that they will accomplish the best service for our state and for our motorists.

Thank you very much for writing to us.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. L. Hall
L. W. Rulien

BEAVERTON SCHOOLS
WASHINGTON COUNTY DISTRICT NO. 48

4855 S.W. Erickson Ave.
Beaverton, Oregon 97005
503/292-3526

BOYD APPLEGARTH
Superintendent

April 12, 1971

Mr. Glen Jackson
State Highway Commission
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

I understand the State Highway Division is considering the construction of an overpass at the intersection of 185th Street and (Sunset) Highway 26 in Washington County. This intersection is located within Beaverton School District #48.

Due to the dangerous conditions resulting from the heavy volume of traffic through the intersection and the high speed of vehicles along Highway 26 our school district busses are not permitted to use that crossing. We direct the busses over a longer, more time consuming route to avoid any possibility of injury or death to our students.

In my judgement and that of my colleagues the above intersection is extremely dangerous to all who must use it and I respectfully and strongly urge that construction of an overpass be started immediately.

Please contact me if I can be of any service to you in this matter.

Sincerely,

B Applegarth

BA fh

Boyd Applegarth

Mr. Porter

RECEIVED
APR 13 1971
FOR FILING

OREGON STATE HIGHWAY COMMISSION

EH -
SI. Maint.
1677

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

April 8, 1971

Mr. Thomas P. Maloney
Council Member
Somerset West Advisory Committee
3940 N. W. Columbia
Portland, Oregon 97229

Dear Mr. Maloney:

This is to acknowledge your March 29 request for immediate consideration of a traffic interchange at the intersection of N. W. 185th and the Sunset Highway.

The Commission is aware of the need and justification for such a project; in fact, it is on the current, tentative construction program. Unfortunately, I am not able to give you a definite time as to when the work could be undertaken, as it is in close competition with 12-15 other critically needed projects. The Commission is hard pressed to promptly alleviate such situations as you describe, but we are doing the best we can with totally inadequate revenue. It is estimated that it would take at least 500 million dollars to rectify these urgently needed sections and we have something less than 30 million dollars per year at our disposal.

NOTED
R. L. PORTER

You may recall that some years ago the Sunset Highway was constructed to provide a fast and safe route to the coast, and it was necessary to build a separate artery, as the road through Hillsboro and Forest Grove was congested. Before the Sunset Highway was even half completed, developments adjacent thereto took place, and the Highway Commissions have simply not had sufficient funding to build the type of facility to provide for through traffic and for the local use that has developed.

I assure you that your needs will not be forgotten, and we will endeavor to do the best we can with the funding that is available to us.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED

RECEIVED
APR 5 - 1971
FOR FILING

Cross Referenced To:

EHC-
II 186(24)
7697

April 2, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Enclosed is a letter to you that was accompanied by a rather voluminous petition urging early construction of an interchange at N. W. 185th Avenue and the Sunset Highway. Also enclosed is a suggested reply for your consideration.

This project is on the tentative construction schedule which embraces about five years of funds. While I do not believe it is the most critical thing before us, it does warrant attention. This project will cost probably a million dollars or slightly less. It would have to be phased-in with such jobs as the Lower Columbia River, the Lebanon-Sweet Home, the Corvallis-Newport, the Mt. Hood at Boring Road, the Sunset Highway Memorial Park interchange, the Oregon Coast, and a half dozen others.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn
Enc.

cc Tom Edwards
F. E. Klaboe
Victor D. Wolfe
F. L. Hall
L. W. Rulien

3940 N. W. Columbia
Portland, Oregon 97229
March 29, 1971

Mr. Glenn Jackson
State Highway Commissioner
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

I am writing to you as a council representative of the Somerset West Advisory Committee, an association of residents residing in an unincorporated area of Washington County bounded in part by N. W. 185th and Sunset Highway, the general area being designated as Somerset West.

Somerset West consists of two residential developments that are divided by N. W. 185th, Park View one one side and Rock Creek on the other. Egress and entry to Sunset Highway for area residents is available only by level crossing at the intersection of N. W. 185th and Sunset Highway, a very dangerous practice considering the speed of vehicles on the Highway even at legal limits.

While our group has not undertaken a count of cars garaged in the area, there are 290 families in Park View and 300 fámilies in Rock Creek (approximately 2400 people) and on average, it is reasonable to assume that each family has at least one car and it is not unreasonable to assume that at least 75% of the 590 families have two cars. The greater percentage of the drivers of these automobiles use 185th as an entry to Sunset in the morning on their way to work and the undertaking is extremely hazardous, particularly during the winter months when fog and/or rain obscures vision of the volume traffic in the eastbound lane, the lane into which the area drivers are making a turn.

In addition to the type of traffic described in the preceding paragraph, there is also a considerable number of contractors' equipment such as cement trucks, flat bed trailers, etc., carrying building materials into the area using the intersection and, considering the size of these trucks, the problem is further aggravated.

The situation has become so critical at this intersection in the commuting hours that School District #48 has embargoed the school buses carrying school children from crossing Sunset Highway at this point despite the convenience due to the location of the schools. This embargo restricts eight buses from making the crossing in this order:

Aloha High School	two buses
McKinley School (grammar)	four buses
Meadow Park J. H. School	two buses

The same problem prevails in the reverse direction in the afternoon when children are being returned to their homes, the only difference being the three "activity" buses have to make the reroute as well.

I am enclosing two letters in connection with the school bus situation, one a letter from Mr. Shinn, Principal, Aloha High School, the other a letter addressed to your Mr. Quarey written by Mrs. Faber, Chairman, McKinley School Local School Committee, District #48, Beaverton, Oregon. Both letters clearly indicate the concern for the safety of the children at this intersection and either suggested action or action taken to avoid a traffic accident.

Our organization is well aware of the Highway Division's plans to construct an overpass at this intersection, it being our further understanding that the project has been updated from five years to two before construction commences. However, we feel that for a number of reasons this project should be given an immediate priority. To begin with, there are 75 homes available for occupancy in Rock Creek alone that should be occupied within the next two-three months in addition to 100 units in a condominium that will be ready for occupancy at the same time (in addition 185 condominium units are planned for the next year). If real estate sales in the area follow the pattern of the previous three years, there should be an additional 130-150 new families in Rock Creek in the next twelve months with a like number of automobiles and users of this dangerous intersection.

There is an 18 hole golf course in the area that is open to the public and on weekends there is approximately 170 golfers coming in to the area by car and, of course, when play is completed these people return home and endeavor to either cross Sunset completely or turn on to it. With the volume of campers, tourists, etc., coming back from the coastal beaches on weekends this summer, this intersection will be extremely dangerous when golfers and area residents attempt to mesh with this traffic.

Additionally, Portland Community College contemplates establishment of an annex in the area with construction scheduled to commence in 1972 with an estimated 800 students/faculty using the facility in the fall of 1973, expanding annually thereafter for several years. At the present time, N. W. 185th offers the most convenient access to the projected campus, and, of course, it follows the most convenient exit as well. As a good deal of the traffic will be to and from Portland and Beaverton, an additional burden will be placed on this much overworked intersection.

Standard Insurance Co. will be constructing a complex on the opposite side of Sunset Highway in 3-4 years to include housing units for 2300 families and office space for 2000-2500 office workers which will place a heavier burden on this intersection for, undoubtedly, many of these people will use both the highway and N. W. 185th.

We are not unmindful of the sincere efforts to make this a safe crossing with the erection of flashing beacons and signs, but collisions and near-

collisions still occur. Despite the advance warnings, many through motorists on Route 26 just do not slow down to the posted limits contributing to the current accident rate and, as the finer weather approaches, simply stated the problem will be atrocious. Undoubtedly, in your position you have often heard the expression, "Someone is going to get killed"; the expression in the Somerset West area is "A whole family is going to be wiped out" and, as gory as this might sound, an accident of such magnitude could happen, particularly after the schools close in June. Two State Police cars and, on occasion three, are on duty in the area on weekends equipped with radar to apprehend violators of the speed limits, but we cannot expect this type of police action continually for the policemen have to patrol elsewhere throughout Washington County.

I am also enclosing petitions signed by residents of both areas requesting immediate construction of the subject overpass. In total, we obtained 230 single signatures and 17 joint signatures from Park View residents and 356 single and 37 joint signatures from Rock Creek residents demonstrating quite clearly the feelings of the people in the area for the overpass.

On behalf of the residents of the entire area and, for the safety of motorists using Sunset Highway (Route 26) between Portland and the coastal beaches, we respectfully urge that you make the construction of an overpass at the intersection of N. W. 185th and Sunset Highway a project to be undertaken immediately. We will be more than happy to meet with you anytime either at Salem or in the area if you would like to discuss the matter with us or, perhaps hopefully, witness first hand the danger we see particularly on Fridays, Saturdays, and Sundays.

Yours sincerely,

For The Somerset West Advisory Committee

Thomas P. Maloney

Advistory Council Members

Mr. R. Cowart
Mr. N. L. Goyak
Mr. L. Hart
Mr. M. Henry
Mr. T. P. Maloney
Mr. D. Petitt
Mr. A. P. Rogers
Mr. H. Stoll
Mr. J. Withers

cco: Mr. R. Milbrodt, Administrative Officer, Washington County Courthouse

BEAVERTON SCHOOLS
WASHINGTON COUNTY DISTRICT NO. 48

4855 S.W. Erickson Ave.
Beaverton, Oregon 97005

James L. Shinn
Principal, Aloha High

March 9, 1971

Mr. Thomas P. Maloney
3940 N. W. Columbia
Portland, Oregon 97229

Dear Mr. Maloney:

I most certainly support your efforts and the efforts of those working with you to secure the approval of the construction of an overpass at 185th. and Sunset Highway.

As you know, all students north of Sunset Highway and east to about 143rd. who attend Aloha High School must either be bussed across that intersection or drive their own cars. In my opinion, it is only a matter of time until either a bus or a student car is involved in a serious accident at that intersection. I, therefore, feel that I would be remiss in my duties not to do everything in my power to cause a high priority to be placed upon the construction of a safe overpass.

If I can be of any assistance to you or your committee, please let me know as soon as possible.

Very truly yours,

James L. Shinn
Principal

JLS/jb

February 8, 1971

Mr. Fred Quarey, Secretary
State of Oregon Highway Commission

Dear Mr. Quarey:

The crossing at Sunset Highway #26 and 185th Ave. has been a source of worry and concern for the parents of the children of McKinley School for some time.

Last Summer it was finally decided that one way to help alleviate some of the danger and worry for the safety of the children was to spend extra money and time and have the school buses travel down the frontage road and back up Cornell Road to the school to avoid crossing the four busy lanes of traffic.

Yours truly,

Doris L. Faber

Doris L. Faber (Mrs. David B.)
Chairman, McKinley School
Local School Committee
District #48
Beaverton, Oregon

RC

PETITION

We, the undersigned residents of Washington County, Oregon, petition the State Highway Commission of the State of Oregon to order:

The immediate construction of an overpass on N. W. 185th Ave. over Sunset Highway (Route 26) together with entry and exit roads in the immediate vicinity of an area known as Somerset West in Washington County.

We, the petitioners, feel immediate construction of this overpass is essential due to the constant population growth of the area with related increased traffic volume making access to and crossing of Route 26 extremely hazardous. Carriage of school children in school buses crossing Route 26 has become so hazardous that the School District has ordered the buses to cease highway crossing at this point and take a more circuitous but safer route.

NAME	ADDRESS	PRECINCT NO.
Mrs. J. Butler	18825 N.W. Aurora Place	
Mrs John Douglas	18845 N.W. Aurora Pl.	0135
Mrs Calvin T. Hall	18866 N.W. Aurora Pl	0135
James R. Graham	18805 N.W. Aurora Pl.	0135
Paul J. Chaban	4100 N.W. 192nd Portland	135
Peter Zito	17875 NW Cascade St	
Mrs R. Lucas	18070 N.W. Avalon Dr.	
Robt Lucas	18070 NW Avalon DR.	
Mrs L.F.J. Strotheide	18540 N.W. Aurora Pl	

(9)

RECEIVED
MAR 1 - 1971
FOR FILING

EHS-11-186 (44)
7697

February 26, 1971

Mr. George P. Lawrence
2836 N. W. Cumberland Road
Portland, Oregon 97210

Dear Mr. Lawrence:

This is in response to your February 22 inquiry concerning the intersection of 185th Avenue with the Sunset Highway.

The Highway Commission is aware of the need for an interchange project and has the matter under consideration. I cannot predict an exact date when such work might start, but the Commission will undertake it just as soon as financing will permit.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

PHONE 228-8244

Lawrence

ESTABLISHED 1857

THE GEORGE LAWRENCE CO.

306-316 S. W. FIRST AVE.

PORTLAND, OREGON 97204

REFERRED TO
BY SECRETARY

February 22, 1971

Oregon State Highway Commission
Salem, Oregon

Re: 185th Ave. & Hwy 26 Intersection

Gentlemen:

Approximately 35 times per year I have occasion to travel to Seaside, Oregon and return to Portland with my family. With rare exception we use route 26 and each time we pass the intersection at 185th we are made aware of the great danger existing at this corner.

The east-west traffic is quite constant, and rarely is there not a vehicle attempting to enter the east-west lanes from 185th. Many of the other entrances and exits such as Cornell, Murray which convey less traffic than 185th have overpasses. Accordingly, I urge you to consider such an improvement for the intersection at S. W. 185th and Highway 26.

Sincerely yours,

George P. Lawrence

George P. Lawrence
2836 N. W. Cumberland Rd.
Portland, Ore. 97210

GPL:ZB

RECEIVED
FEB 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 - 1971
FOR FILING
MAR 1 1971
TRA. F.C ENGINEERI C
E H S
11.186
7697

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1971

SUBJECT:
Signing Installation
Sunset Highway at 185th Avenue

To: F. B. Crandall
Traffic Engineer

BUILDING

The subject signing installation was completed on February 19, 1971.

Robert N. Bothman
Maintenance Engineer

By W. Anhorn

William Anhorn
Maintenance Office Engineer

WA:ds

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1971
FOR FILES
EHS-
11-186(20)
7697

January 27, 1971

Mr. Holly V. Holcomb
Superintendent
Oregon State Police
107 Public Service Building
Salem, Oregon 97310

Dear Mr. Holcomb:

We have received numerous complaints recently concerning traffic conditions on the Sunset Highway in the area of 185th Avenue.

As a result of detailed traffic analysis, the Highway Division is installing special overhead advance warning signs for this intersection. The Highway Commission at its February 16 meeting will establish a reduced speed zone for .2 mile east and .2 mile west of 185th Avenue.

It would be in the best interest of improved traffic safety throughout this section if your patrolmen could institute an intensified enforcement program along this section of the Sunset Highway.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rullen

LEG:mk srb

RECEIVED
JAN 27 1971
FOR FILING
EIS-
U-186 (cont)
7697

January 27, 1971

The Honorable William Masters
Chairman, Board of Commissioners
Washington County
County Courthouse
Hillsboro, Oregon 97213

Dear Mr. Masters:

This office recently corresponded with you concerning the intersection of 185th Avenue and the Sunset Highway. While we could give you no positive information at that time concerning an interchange at this location, we have continued to conduct detailed traffic studies along this section of the Sunset Highway.

The Highway Commission at its February 16 meeting will establish a reduced speed zone on approximately a one-half mile section of the highway through the 185th Avenue area. We are also requesting from the Superintendent of State Police an intensive enforcement program for this section of highway.

The Highway Division will maintain a special surveillance throughout this section of US26 to monitor the safety conditions.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
L. W. Rulien

/LEG:mk srb

RECEIVED
MAR 30 1971
FOR FILING
EHS-
11-186(24)
7627

10 18

January 11, 1971

Mr. William A. Bugge
18785 N. W. Vale
Portland, Oregon 97229

Heded w/ttapproval
J.C.

Dear Mr. Bugge:

A few days prior to the Commission meeting which was held January 7 you requested that your appearance for that date be cancelled and rescheduled for February.

The next Highway Commission meeting is set for Tuesday, February 16. We have reserved 15 minutes of time for your group beginning at 10:15 a.m.

It is my understanding that you wish to discuss a crossing of the Sunset Highway at 185th in behalf of the Somerset West Advisory Council.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

FAvfkn
cc Commission
R. L. Porter
Tom Edwards

Mr. William A. Bugge
18785 N. W. Vale
Portland, Oregon 97229
503-645-2597

December 23, 1970

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

I am in receipt of your letter of December 18, 1970, concerning the over-crossing at 185th and Sunset Highway. I appreciate the time allotted for us to present our case before the Commission.

It would be more convenient to appear at the February 16th meeting in stead of the January 5th and will plan to attend, if this meets with your approval.

Please let me know the time and location, as you mentioned the date was tentative.

Very truly yours,

William A. Bugge

dj

RECEIVED
STATE ... COMMISSION
NOTED
FLOYD QUERY

William A. Bugge
18785 N. W. Vale
Portland, Oregon 97229

December 16, 1970

Mr. Floyd Query, Secretary
State Highway Commission
Highway Building
Center and Capitol Streets
Salem, Oregon 97310

Dear Sir:

I am a member of the Somerset West Advisory Council which represents the homeowners in the Somerset West area, north of the Sunset Highway, bordering 185th Street in Portland.

In conversation with Mr. Fred Klaboe, of the Oregon Highway Department, he recommended that I write to you concerning the possibility of setting up a hearing or meeting with the Highway Commission, regarding the proposed over-crossing at 185th and Sunset Highway.

The best indication that Mr. Klaboe gave me, as to the construction of this over-crossing, was at least 4 to 5 years away. As a representative of the homeowners of this area, we feel that this is too far in the future to alleviate the traffic hazards and conditions that now exist at this intersection.

I would appreciate a meeting in the next month or so, at which time three of our advisory council representatives will be present to present our arguments for immediate construction of this particular intersection.

Your earliest reply will be appreciated.

Very truly yours,

William A. Bugge

dj

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DEC 1 9 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1971
FOR FILING
EHS-
U-186(24)
7697

January 8, 1971

The Honorable William J. Masters
Chairman
Washington County Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Dear Mr. Masters:

Your request of December 22 concerning an interchange at 185th Avenue and the Sunset Highway was brought to the attention of the Highway Commission at their meeting on January 7.

No definite action was taken, but the Commission is aware of the situation and I am sure they will give it every consideration when sufficient funds can be allocated to this area. We have 12 to 15 places that are in competition with each other and it is a very frustrating problem to attempt to cover all of these projects that are worthy of and need attention.

While I can offer you nothing positive at this moment, the matter will not be overlooked when future construction programs become possible.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fu

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. B. Crandall
L. W. Rulien

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123
(503) 648-8681

BOARD OF COMMISSIONERS
WILLIAM MASTERS, Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
BURTON C. WILSON JR.

December 22, 1970

REFERRED TO
Admin.
BY SECRETARY

RECEIVED
DEC 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Edwards
Dmtt,

Ref: Sunset Highway (Ore.26),
S.W. 185 Ave. Intersection,
Washington County

Gentlemen:

The citizens of Washington County and this Board of Commissioners are seriously concerned about the intersection of Sunset Highway and S. W. 185th Avenue. Following receipt of a staff report on all intersections of county roads and expressway - freeway facilities in Washington County, this Board directed a communication to the Oregon State Highway Division pointing out the results of the investigation and requesting that warrants be run for a traffic signal at the subject intersection. On November 16, 1970, Mr. F. B. Klaboe, informed us that, although warrants did exist for installation of a signal system, the Highway Division preferred to install advanced crossroad signs with flashing beacons and then continue to study the intersection.

This Board, (Minute Order #70-724, December 15, 1970) approved this interim measure understanding the disadvantages of traffic signals on the Sunset Highway. It is our sincere hope that this action will bring about a degree of increased safety. However, it is still the position of this Board that a grade separation must be installed as soon as possible.

Existing and planned future land developments which will substantially increase traffic at the interesection are the major reason for our position. We believe it helpful to you to summarize what the developments are:

a). 72 additional apartment units now under construction in the Somerset West area. Within two years there will be 295 more units for a total of 367.

b). A book depositary under construction near the intersection of 185th and Walker Road.

c). Willow Creek Mobile Home Project and planned residential development on the east side of 185th between Walker and Baseline Roads.

d). Rock Creek Reservoir and Recreation area north of the Sunset Highway on 185th scheduled for construction in 1971 and completion in 1973.

e). A site for the Washington County campus of Portland Community College, now being purchased on 185th north of the Sunset Highway.

NOTED
F. B. K

f). School District #48 now has several hundred youngsters crossing the subject intersection daily and, in addition, the district plans to erect two elementary schools, an intermediate school and a high school on or near N. W. 185th.

g). Planned unit development including 300 acre golf course on the east side of 185th north of Somerset West.

h). Parr Lumber Company, Retail Lumber Yard and Truss Manufacturers, west side of 185th north of Baseline Road.

i). Standard Insurance Company plans for mixed uses of high density on the south side of Sunset Highway at 185th.

Clearly, these developments will attract more activities unknown to us at this time.

The Washington County Board of Commissioners requests that your Commission give serious consideration to the early construction of a grade separation at this intersection. The Board of Commissioners and the county staff stand ready to assist in any way we can to accomplish the needed project.

Respectfully submitted,

WASHINGTON COUNTY BOARD OF COMMISSIONERS

William J. Masters

William J. Masters
Chairman

jj.

WJM/jj

cc: R. L. Porter, Oregon State Hwy. Div. Engineer
Department of Public Works
Petitioners
Planning Director
Boyd Clement
Boyd Applegarth, Supt. Dist. #48
Amo De Bernardis, Portland Community College
Tom Maloney, Chr., Somerset West Assoc.

RECEIVED
DEC 1 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1971
FOR FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 7, 1971

EHS-
11-1[illegible]
7611

To:

Mr. R. N. Bothman
Maintenance Engineer
Salem

Attention: Mr. William Anhorn

SUBJECT:

Assignment 181-RNB
Signing on Sunset Hwy.
at 185th

As requested, the "reduced speed ahead" signs were installed January 6, 1971 on the Sunset Highway on either side of 185th Street.

L. W. Rulien
Regional Engineer

LWR:fb
Attach.
cc B. P. Huntley
A. E. Johnson

RECEIVED
JAN 8 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BP°52475-734

RECEIVED
FEB 25 1971

ENGINEERING
ENG-
11-186-01
71691

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 6, 1971

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

3865

SUBJECT: Speed Zoning
Sunset Highway at
S.W. 185th Avenue

FBK 3865

Attached is a report concerning speeds in the intersection of the Sunset Highway at S.W. 185th Avenue. It is the opinion of this office that the designation of any speed zone would be extremely difficult to enforce unless the signs were placed overhead.

It is recommended that we ask the Highway Commission to approve a 50 MPH speed zone, and further, that the speed signs be installed overhead on the sign mast arm support that is planned for this location.

If you approve, I will initiate the necessary paper work to the Commission.

L. E. George
Operations Engineer

LEG:njc:mk

Attachments

Ford

Ok 50 MPH Zone +
① sign priority
② ask for intensified enforcement
③ write to County Court

RECEIVED
JAN 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

SP*52478-784

FORM E-30 (4-70)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 30, 1970

To: L. E. George
Operations Engineer

SUBJECT: Possible 45 MPH Speed Zone
Sunset Hwy. at S. W. 185th Ave.
FBK 3865

O F F I C E

Returned herewith is correspondence on the above numbered assignment.

At the present time there is a 60 MPH designated speed zone 0.40 miles in length bracketing this intersection. Beyond the 60 MPH zone the designated speed is 70 MPH.

On October 8, 1970, directional speed checks were taken at points 600 feet east and west of the intersection. The results were as follows:

Location	Travel Direction	85% Speed	Pace Limits	Percent Exceeding 60 MPH
600 feet East	Westbound	68.50	58-68	81
600 feet West	Eastbound	70.25	58-68	70

With the prevailing speeds being as high as they are at the present time, it is extremely doubtful if a 45 MPH speed zone would be of any benefit. There would be wholesale violation, rigid enforcement, and a great deal of public complaint.

You will recall that mast arm mounted cross road symbol signs with flashing beacons are being installed in advance of this intersection. Possibly if we would use a similar type of installation for "speed" "45" signs, we would catch the motorists attention and get reasonably good observance of the signs.

Val Johnson
Traffic Control Engineer

VPJ:pb

RECEIVED
DEC 28 1970
FOR FILING

EHS-
U-186(24)
7697

December 28, 1970

The Honorable William J. Masters
Chairman
Washington County Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Dear Mr. Masters:

This will acknowledge receipt of your December 22 request for a traffic interchange at the intersection of the Sunset Highway and S. W. 185th Avenue.

This matter will have the attention of the Highway Commission at an early date and you will be advised as to their action.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Crandall
L. W. Rulien

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123
(503) 648-8681

BOARD OF COMMISSIONERS
WILLIAM MASTERS, Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
BURTON C. WILSON JR.

December 22, 1970

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Ref: Sunset Highway (Ore.26),
S.W. 185 Ave. Intersection,
Washington County

Gentlemen:

The citizens of Washington County and this Board of Commissioners are seriously concerned about the intersection of Sunset Highway and S. W. 185th Avenue. Following receipt of a staff report on all intersections of county roads and expressway - freeway facilities in Washington County, this Board directed a communication to the Oregon State Highway Division pointing out the results of the investigation and requesting that warrants be run for a traffic signal at the subject intersection. On November 16, 1970, Mr. F. B. Klaboe, informed us that, although warrants did exist for installation of a signal system, the Highway Division preferred to install advanced crossroad signs with flashing beacons and then continue to study the intersection.

This Board, (Minute Order #70-724, December 15, 1970) approved this interim measure understanding the disadvantages of traffic signals on the Sunset Highway. It is our sincere hope that this action will bring about a degree of increased safety. However, it is still the position of this Board that a grade separation must be installed as soon as possible.

Existing and planned future land developments which will substantially increase traffic at the interesection are the major reason for our position. We believe it helpful to you to summarize what the developments are:

a). 72 additional apartment units now under construction in the Somerset West area. Within two years there will be 295 more units for a total of 367.

b). A book depositary under construction near the intersection of 185th and Walker Road.

c). Willow Creek Mobile Home Project and planned residential development on the east side of 185th between Walker and Baseline Roads.

d). Rock Creek Reservoir and Recreation area north of the Sunset Highway on 185th scheduled for construction in 1971 and completion in 1973.

e). A site for the Washington County campus of Portland Community College, now being purchased on 185th north of the Sunset Highway.

f). School District #48 now has several hundred youngsters crossing the subject intersection daily and, in addition, the district plans to erect two elementary schools, an intermediate school and a high school on or near N. W. 185th.

g). Planned unit development including 300 acre golf course on the east side of 185th north of Somerset West.

h). Parr Lumber Company, Retail Lumber Yard and Truss Manufacturers, west side of 185th north of Baseline Road.

i). Standard Insurance Company plans for mixed uses of high density on the south side of Sunset Highway at 185th.

Clearly, these developments will attract more activities unknown to us at this time.

The Washington County Board of Commissioners requests that your Commission give serious consideration to the early construction of a grade separation at this intersection. The Board of Commissioners and the county staff stand ready to assist in any way we can to accomplish the needed project.

Respectfully submitted,

WASHINGTON COUNTY BOARD OF COMMISSIONERS

William J. Masters

William J. Masters
Chairman

jj.

WJM/jj

cc: R. L. Porter, Oregon State Hwy. Div. Engineer
Department of Public Works
Petitioners
Planning Director
Boyd Clement
Boyd Applegarth, Supt. Dist. #48
Amo De Bernardis, Portland Community College
Tom Maloney, Chr., Somerset West Assoc.

RECEIVED
DEC 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 1970
FOR FILING
EHS -
11-1&6 (3)
1697

November 16, 1970

3686

Mr. Kan Meng
Director of Public Works
Washington County Courthouse
Hillsboro, Oregon 97123

Dear Mr. Meng:

Your September 16 letter requested a traffic signal investigation at the intersection of the Sunset Highway and S. W. 185th Avenue. We have made a complete and thorough analysis of all traffic conditions including speeds on the highway approaches at this intersection.

The accident and traffic volume data indicate that a traffic signal is warranted. However, highway approach speeds in close proximity to the intersection are in excess of 60 miles per hour. It is feared that, rather than reducing the accident record, the installation of traffic signals would increase existing hazards. Consequently, it is believed that signals should not be installed.

We have experienced considerable improvement in safety at similar intersections from the installation of mast-arm mounted advance crossroad symbol signs with flashing beacons. These give the driver added warning of the existence of the intersection and increase his awareness. We will install such signs at this intersection. The intersection will then be kept under surveillance to assess the results of the treatment.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
L. W. Rullen

VPJ:mk sr

FORM E-20 (4-70)

BP*92503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

October 29, 1970

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Traffic Signal Investigation
Sunset Highway at 185th Avenue

FBK 3685

There is attached a study involving a possible traffic signal installation on the Sunset Highway at S. W. 185th Avenue. This investigation was requested by the Washington County Court as a result of their receiving a petition. Also in the correspondence were comments concerning speeds on the Sunset.

I have attached a series of speed graphs east and west of the intersection and also immediately at the intersection. Please note that all speeds shown are large in magnitude.

The results of the signal investigation indicate that a traffic signal is warranted. Its estimated cost is $40,000. The fact that this intersection is isolated on what appears to the driver as a freeway section makes the recommendation for the traffic signal a rather reluctant one. However, it is the opinion of this office that with adequate overhead advance warning indications using flashing beacons integrated into the control circuits, that the traffic signal would be of benefit without causing undue hazard from rear-end collisions to highway traffic. The estimated cost of adequate advance warning signs located on sign structures is an additional $5,000, or a total for the complete project of $45,000.

It is recommended that we so advise the Washington County Court and ask for their cooperation in this project. A Suggested Draft is attached to this effect.

L. E. George
Operations Engineer

LEG:mk
Attachments

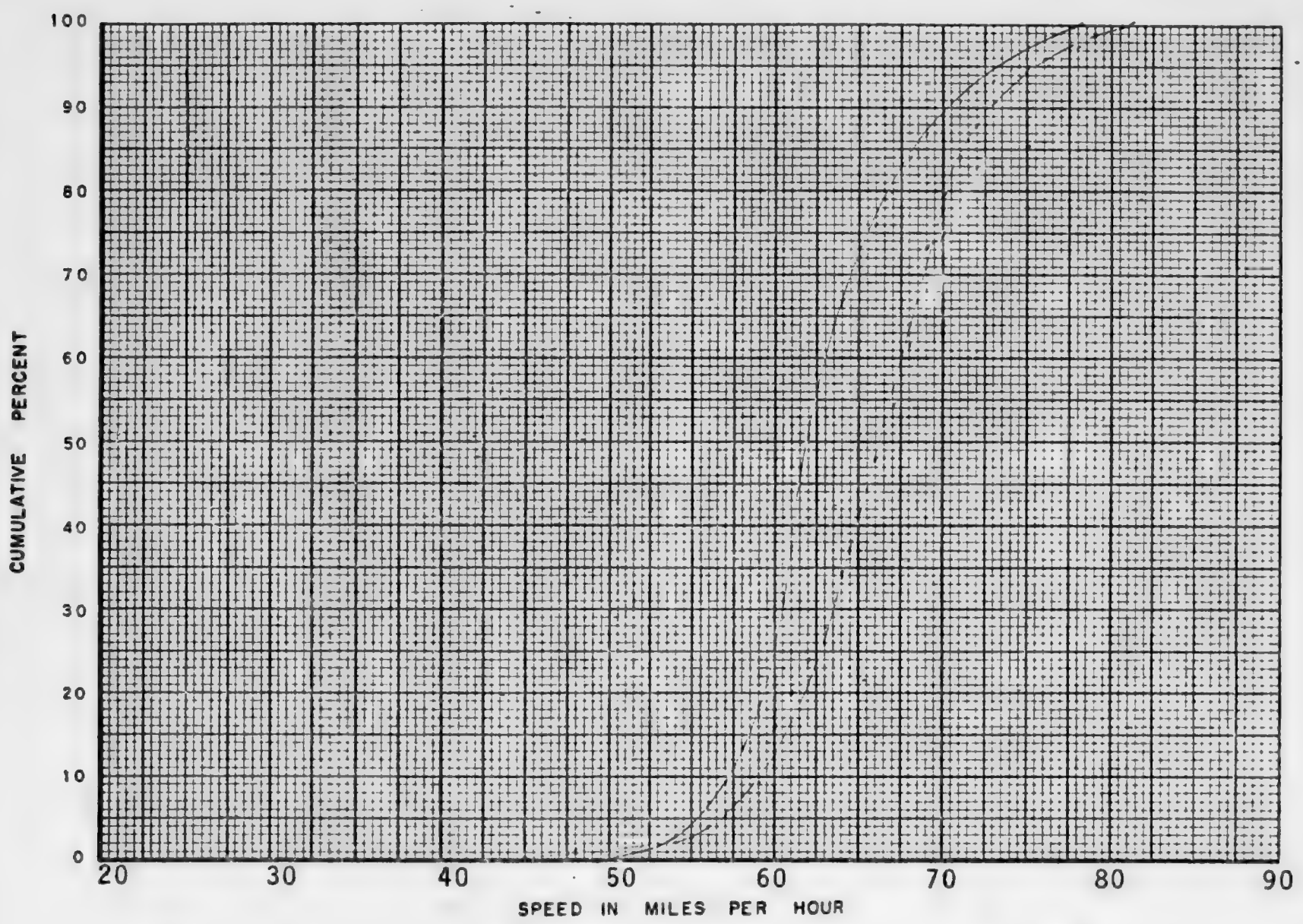
11-4- File sent to George — no dice, please see me.

OF ON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US26
HIGHWAY NO. 47
MILE POST 64.41 and 64.80
GENERAL LOCATION East of 185th crossing 600 ft. and 2,700 feet.

DATE October 8, 1970
TIME 12:45 PM TO 3:45 PM
WEATHER CONDITION Cloudy
NUMBER IN SAMPLE 150
60 MPH zone West BOUND
70 MPH zone West BOUND



ITEM	60 Zone ~~BOUND~~	70 Zone ~~BOUND~~
85% SPEED	68.5	71.25
PACE LIMITS	58-68	62-72
% IN PACE	71	60%
MAX. SPEED	78	81

O. GON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US26

HIGHWAY NO. 47

MILE POST 64.41 and 64.80

GENERAL LOCATION East of 185th cross-ing 600 ft. and 2,700 feet

DATE October 8, 1970

TIME 12:45 PM TO 3:45 P M

WEATHER CONDITION Cloudy

NUMBER IN SAMPLE 150

60 MPH zone West BOUND

70 MPH zone West BOUND

ITEM	60 Zone XXXXX BOUND	70 Zone XXXXX BOUND
85% SPEED	68.5	71.25
PACE LIMITS	58-68	62-72
% IN PACE	71	60%
MAX. SPEED	78	81

O ON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US26

HIGHWAY NO. 47

MILE POST 63.78 and 64.17

GENERAL LOCATION West of the 185th

Crossing 600 ft. and 2,700 ft.

DATE October 8, 1970

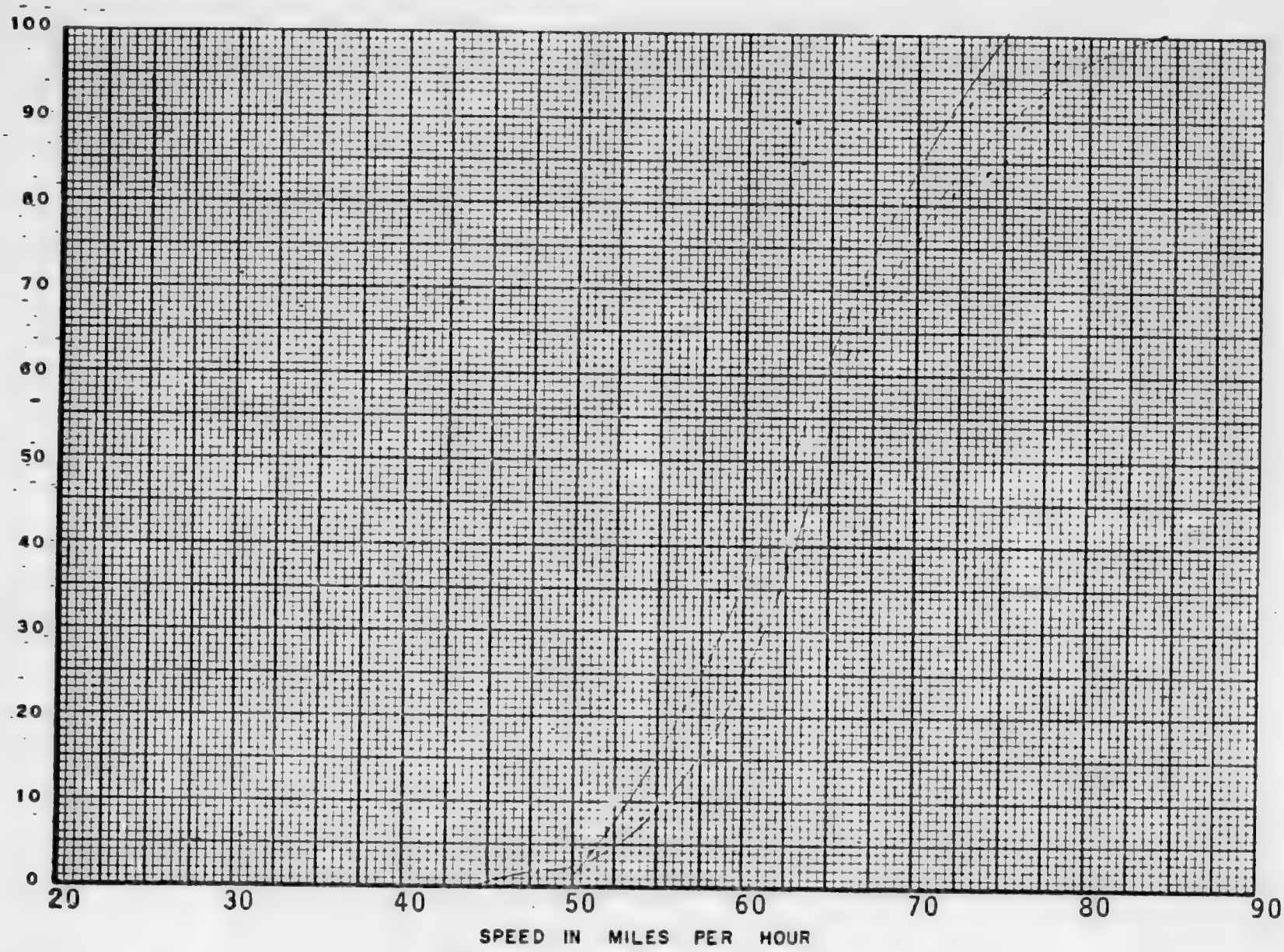
TIME 12:45 P M TO 3:45 P M

WEATHER CONDITION Cloudy

NUMBER IN SAMPLE 150

60 MPH Zone East BOUND

70 MPH Zone East BOUND



ITEM	60 Zone XBOUNDX	70 Zone XBOUNDX
85% SPEED	70.25	75
PACE LIMITS	58-68	57-67
% IN PACE	51	52
MAX. SPEED	75	84

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	761	600
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	165	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	761	900
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	165	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	761	600
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	0	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months) (1968)		5

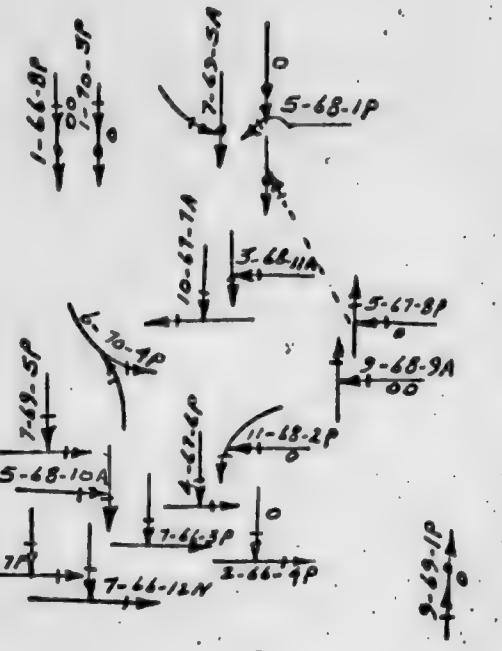
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

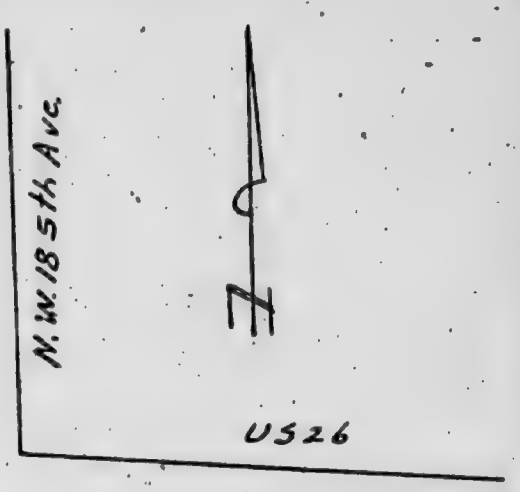
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Washington
Intersection of Sunset Hwy. and N.W. 185th Ave.
Highway Number 47 (US26) M.P. 64.28
Period Covered 1-1-66 to 6-30-70
Compiled by VL Drawn by _____ Date 9-25-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe





- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1966-1967				1968				1969				6 Mos. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	4	6		4	1	5			1	1						6	6	12
Head-on										1		1		1		1		3		3
Rear-end		1		1																
Sideswipe						1		1			1	1			1	1		1	2	3
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	4	7		5	1	6		1	2	3		1	1	2		10	8	18

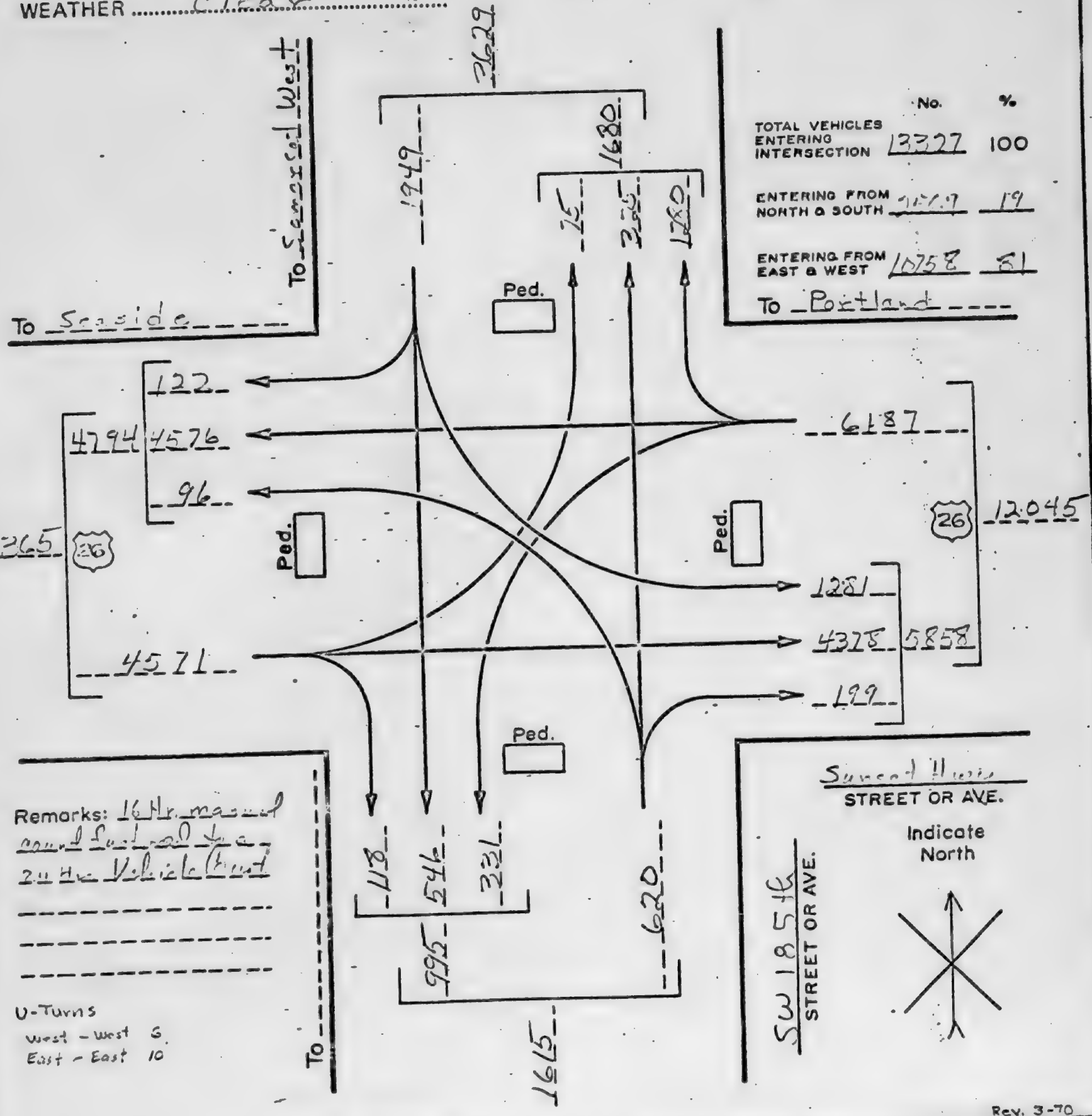
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept 24, 29 1970
DAY OF WEEK Thurs - Tue
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A to 10P
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER Clear

CITY OR COUNTY Washington Co.
INTERSECTION OF Tanasbourne Hwy #47
SW 185 Ave
.....
MILE POST 6.4.25
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13327	100
ENTERING FROM NORTH & SOUTH	2517	19
ENTERING FROM EAST & WEST	10758	81

To Portland

Remarks: 16 Hr. manual count Eastbound 4 hr 24 Hr Vehicle Count

U-Turns
West - West 6
East - East 10

Rev. 3-70

To Vol-Ten-File 16-2

Form E-63—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Sept 24, 29 1970
Day of week Thur Tues
Hours counted 6A to 10P
Weather Clear
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	76	12	6	5	5	9	90	397	5	5	7	1	614	98	16	516	84
	7:00- 8:00	195	61	9	4	51	19	216	497	47	10	16	4	1133	288	25	845	75
	8:00- 9:00	138	59	11	4	41	15	205	224	15	16	5	4	736	225	31	511	69
	9:00-10:00	64	43	7	4	22	10	267	232	16	6	7	3	683	114	17	569	83
	10:00-11:00	55	41	4	4	30	14	234	212	12	13	2	5	619	111	18	508	82
	11:00-12:00	61	58	4	1	35	22	216	197	15	13	7	5	629	130	21	499	79
	12:00- 1:00	52	42	4	2	37	23	221	212	15	12	2	3	648	131	20	517	80
P.M.	1:00- 2:00	50	23	11	7	27	21	220	207	20	17	8	2	653	135	21	515	79
	2:00- 3:00	48	46	7	2	25	23	238	233	17	12	7	2	660	117	18	543	82
	3:00- 4:00	65	86	13	6	36	28	421	301	19	12	4	5	996	159	16	837	84
	4:00- 5:00	82	141	14	6	42	39	561	294	32	32	12	17	1272	226	18	1046	82
	5:00- 6:00	48	197	9	7	44	36	497	340	29	14	6	5	1232	156	13	1076	87
	6:00- 7:00	78	114	5	4	30	12	284	226	22	6	6	1	788	132	17	656	83
	7:00- 8:00	57	70	7	5	28	9	192	161	11	8	8	6	562	115	20	447	80
	8:00- 9:00	34	59	2	2	19	11	140	120	14	5	5	4	415	75	18	340	82
	9:00-10:00	60	53	4	—	34	4	158	127	12		5	18	475	120	25	355	75
	10:00-11:00																	
	11:00-12:00																	
A.M.	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total	1251	1280	122	75	546	325	4576	4378	331	197	118	96	13327	2569	19	10758	81
	12-Hour total	1165	1164	111	60	496	295	4160	3780	301	181	107	87	12115	2325	19	9780	81
	-Hour total																	
	Control																	
	Factor																	

Tabula
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Check
Check

SW 185th Ave ..... St. is North and South

Hwy 47 ..... St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Washington County
Intersection Hwy 47 & SW 185th
Station number MP 64.25
Classification All Vehicles
Code number
Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
5	7	1	614	98	16	516	84	83	107	409	15				
10	16	4	1133	288	25	845	75	255	327	515	33				
6	5	4	736	225	31	511	69	190	279	232	35				
4	7	3	683	114	17	569	83	93	326	243	21				
3	2	5	619	111	18	508	82	79	290	218	32				
3	7	5	629	130	21	499	79	90	289	210	40				
2	2	3	648	131	20	517	80	93	301	216	38				
17	8	2	653	138	21	515	79	98	293	222	40				
12	7	2	660	117	18	543	82	80	301	242	37				
12	4	5	996	159	16	837	84	114	526	311	45				
32	12	17	1272	226	18	1046	82	138	734	312	88				
14	6	5	1232	156	13	1076	87	101	723	353	55				
6	6	1	788	132	17	656	83	113	420	236	19				
8	8	6	562	115	20	447	80	92	273	174	23				
5	5	4	415	75	18	340	82	55	213	127	20				
	5	18	475	120	25	355	75	98	223	132	22				
91	118	96	13227	2569	19	10758	81	1947	6187	4571	620				
81	107	87	12115	2335	19	9780	81	1772	5625	4155	563				

Tabulated by
Computed by
Checked by
Checked by

FORM E-30 (4-70) SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1970

To: L. E. George
Operations Engineer

O F F I C E

SUBJECT: Traffic Signal Investigation
Sunset Highway at 185th Ave.

FBK 3685

As requested, we have made a signal investigation at the above intersection. Attached are traffic volume and accident data and a warrant comparison sheet.

The point investigated is a four-way at-grade intersection. The Sunset Highway has four lanes plus left-turn lanes. 185th Avenue carries two lanes of traffic. The Sunset Highway has a wide-median section with 84 feet between the centerlines of the two roadways. The designated speed on the highway is 60 MPH for a 1,000-foot section bracketing the intersection. Elsewhere it is 70 MPH. There is a flashing beacon at the intersection.

Our September, 1970 weekday traffic count showed a total entering volume of 13,327 vehicles. 2,569 vehicles, or 19%, entered from 185th Avenue. The volume on the north leg on 185th is approximately double that on the south. The predominant cross-road movements are the left-turn into and the right-turn out of the Sunset Highway. Left turns off of the Sunset Highway amounted to 406 in 24 hours.

During the period from January 1, 1966 to June 30, 1970 there were 18 reported accidents at the intersections. Ten persons were injured and there were no fatalities. Twelve of the accidents were of a type that might have been prevented by traffic signals. Surprisingly, none of the accidents involved the conflict between highway vehicles and those making the north-to-east left turn.

As is shown by the warrant comparison sheet, conditions at this intersection exceed the minimum warrants for signalization. Five-phase, fully-actuated traffic signals are estimated to cost $40,000.

Notwithstanding the traffic volumes and the high percentage of preventable-type accidents, I am extremely reluctant to recommend signalization. To the motorist this is a freeway. Speeds are much higher and the nature of the highway is much more freeway in character than is the case of the two expressways in the Portland area where we have installed signals with considerable success. I fear that we would end up with a much worse accident record than we have at present.

Val Johnson
Traffic Control Engineer

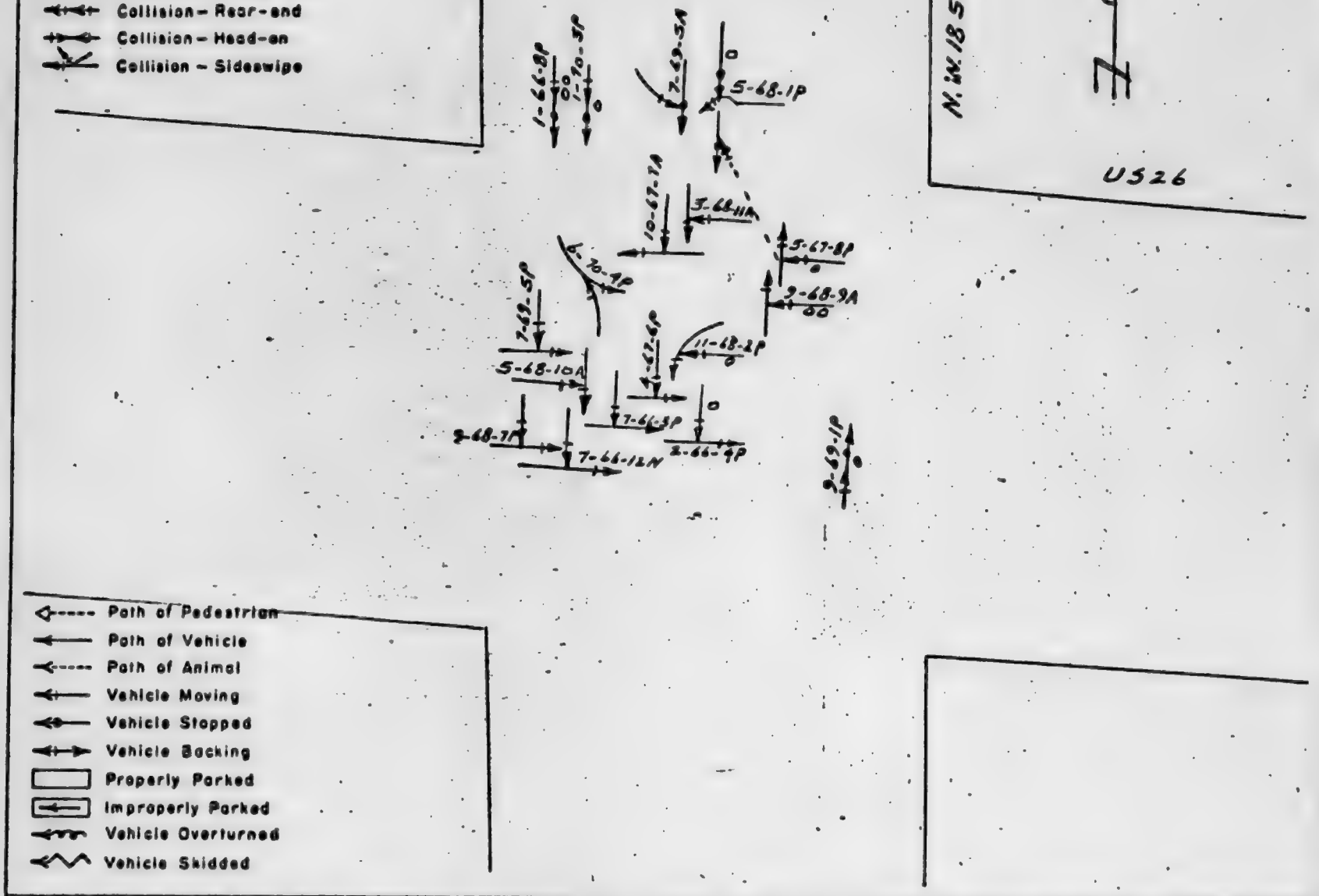
VPJ:bls
Attachment

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of _____ County Washington
Intersection of Sunset Hwy. and N.W. 185th Ave.
Highway Number 47 (US26) M.P. 64.28
Period Covered 1-1-66 to 6-30-70
Compiled by VBL Drawn by _____ Date 9-25-70

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



Collision Type	1966-1967				1968				1969				6 Mos. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	4	6		4	1	5			1	1						6	6	12
Head-on																				
Rear-end		1		1						1		1		1		1		3		3
Sideswipe																				
Turning Movement						1		1			1	1			1	1		1	2	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	4	7		5	1	6		1	2	3		1	1	2		10	8	18

Form E-261-6-70

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	761	600
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	165	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	761	900
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	165	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	761	600
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	0	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months) (1968)		5

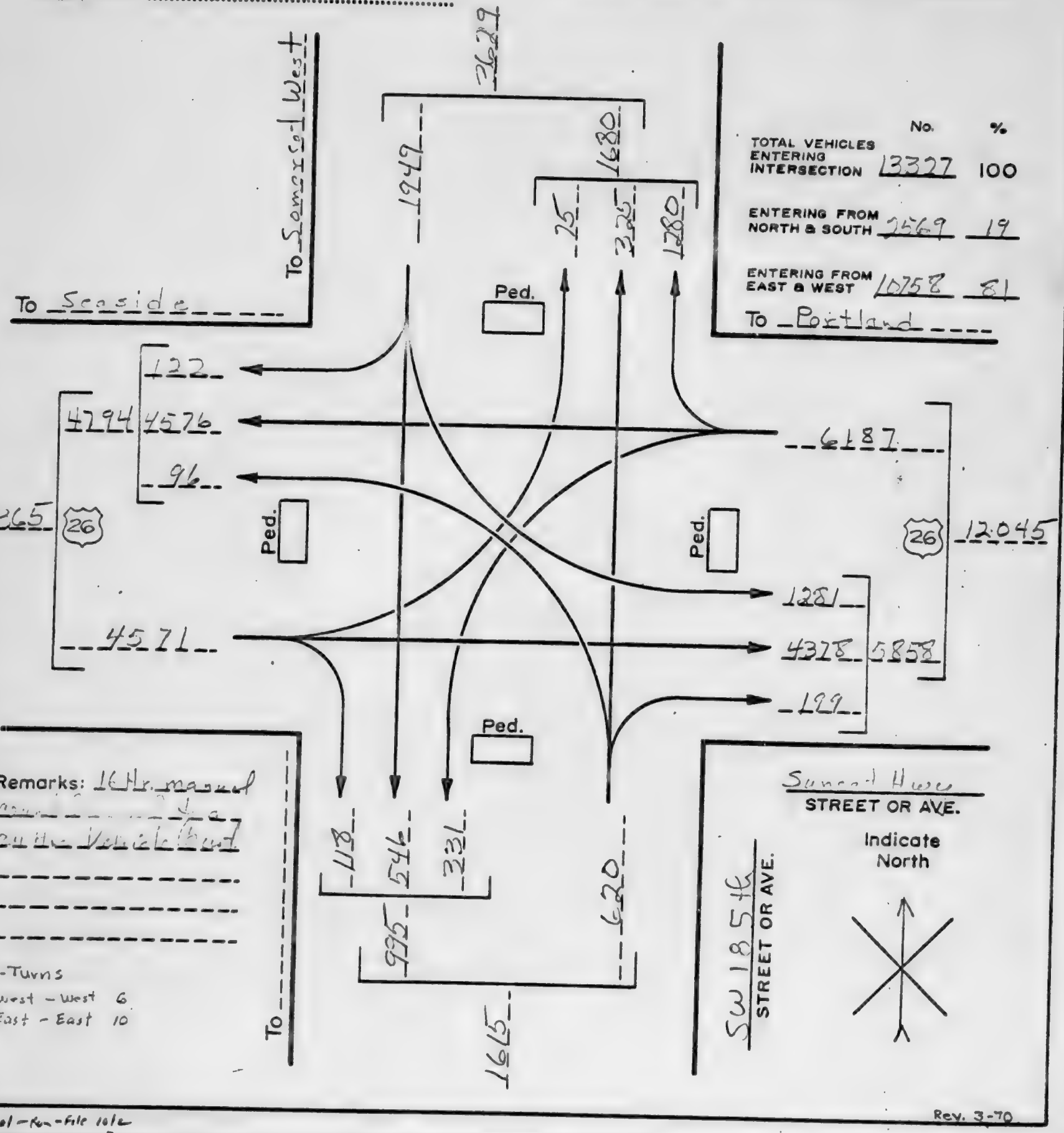
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept 24, 29 1970
DAY OF WEEK Thurs - Tue
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A to 10P
PEDESTRIAN COUNT ..... HRS.
HOURS COUNTED .....
WEATHER Clear

CITY OR COUNTY Washington Co.
INTERSECTION OF Tanasbourne Hwy #47
SW 185 Ave
.....
MILE POST 6.25
CLASSIFICATION All Vehicles



No. %

TOTAL VEHICLES ENTERING INTERSECTION 13327 100

ENTERING FROM NORTH & SOUTH 2569 19

ENTERING FROM EAST & WEST 10758 81

Remarks: 16 Hr. manual
24 Hr Vehicle Bud

U-Turns
West - West 6
East - East 10

Rev. 3-70

To Vol-Run-File 1016

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Sept 24, 29 1970
Day of week Thur Tues.
Hours counted 6A to 10P
Weather Clear
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00	78	12	0	5	5	9	90	397	5	5	7	1	614	98	16	516	84
	7:00– 8:00	195	69	9	5	51	19	216	497	17	10	16	4	1133	288	25	845	75
	8:00– 9:00	138	59	11	3	41	15	205	224	15	16	5	4	736	225	31	511	69
	9:00–10:00	64	42	7	4	22	10	267	232	16	6	7	5	683	114	17	569	83
	10:00–11:00	55	44	4	4	20	14	234	212	12	13	2	5	619	111	18	508	82
	11:00–12:00	61	55	4	1	35	22	216	197	15	13	7	5	629	130	21	499	79
P.M.	12:00– 1:00	52	62	4	2	31	23	221	212	15	12	2	3	648	131	20	517	80
	1:00– 2:00	50	53	11	7	21	21	220	207	20	17	8	2	653	138	21	515	79
	2:00– 3:00	48	46	7	2	25	23	238	233	17	12	7	2	660	117	18	543	82
	3:00– 4:00	65	86	13	6	36	28	421	301	19	12	4	5	996	159	16	837	84
	4:00– 5:00	82	141	14	6	42	39	561	294	32	32	12	17	1272	226	18	1046	82
	5:00– 6:00	48	197	9	7	44	36	497	340	29	14	6	5	1232	156	13	1076	87
	6:00– 7:00	78	114	5	4	30	12	284	226	22	6	6	1	788	132	17	656	83
	7:00– 8:00	57	70	7	5	28	9	192	161	11	8	8	6	562	115	20	447	80
	8:00– 9:00	34	59	2	2	19	11	140	120	14	5	5	4	415	75	18	340	82
	9:00–10:00	60	55	4	—	34	4	158	127	12		5	18	475	120	25	355	75
A.M.	10:00–11:00																	
	11:00–12:00																	
	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total .	1251	1230	122	75	546	335	4576	4378	331	197	118	96	13327	2569	19	16758	81
	16-Hour total .	1165	1164	111	68	496	295	4160	4070	301	181	107	87	12115	2325	19	9780	81
	__-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tabulated
Computed
Checked
Checked

SW 185th Ave. St. is North and South

Hwy 47 St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Washington County
Intersection Hwy 47 & SW 1st
Station number MP 64.25
Classification All Vehicles
Code number

Entering Volumes

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
5	5	7	1	614	98	16	516	84	23	107	409	15				
7	10	16	4	1133	288	25	845	75	255	327	518	33				
15	16	5	4	736	225	31	511	69	190	279	232	35				
16	6	7	5	683	114	17	569	83	93	226	243	21				
12	13	2	5	619	111	18	508	82	79	290	218	32				
15	13	7	5	629	130	21	499	79	90	289	210	40				
15	12	2	3	648	131	20	517	80	93	201	216	38				
20	17	8	2	653	138	21	515	79	98	293	222	40				
17	12	7	2	660	117	18	543	82	80	301	242	37				
19	12	4	5	996	159	16	837	84	114	526	311	45				
32	32	12	17	1272	226	18	1046	82	138	734	312	88				
29	14	6	5	1232	156	13	1076	87	101	923	353	55				
22	6	6	1	788	132	17	656	83	113	420	236	19				
11	8	8	6	562	115	20	447	80	92	273	174	23				
14	5	5	4	415	75	18	340	82	55	213	127	20				
12		5	18	475	120	25	355	75	98	223	132	22				
231	197	115	96	13327	2569	19	10758	81	1779	6157	4571	620				
201	181	107	87	12115	2325	19	9780	81	1772	5625	4155	563				

Tabulated by
Computed by
Checked by
Checked by

nd South

and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US26

HIGHWAY NO. 47

MILE POST 63.78 and 64.17

GENERAL LOCATION West of the 185th crossing 600 ft. and 2,700 ft.

DATE October 8, 1970

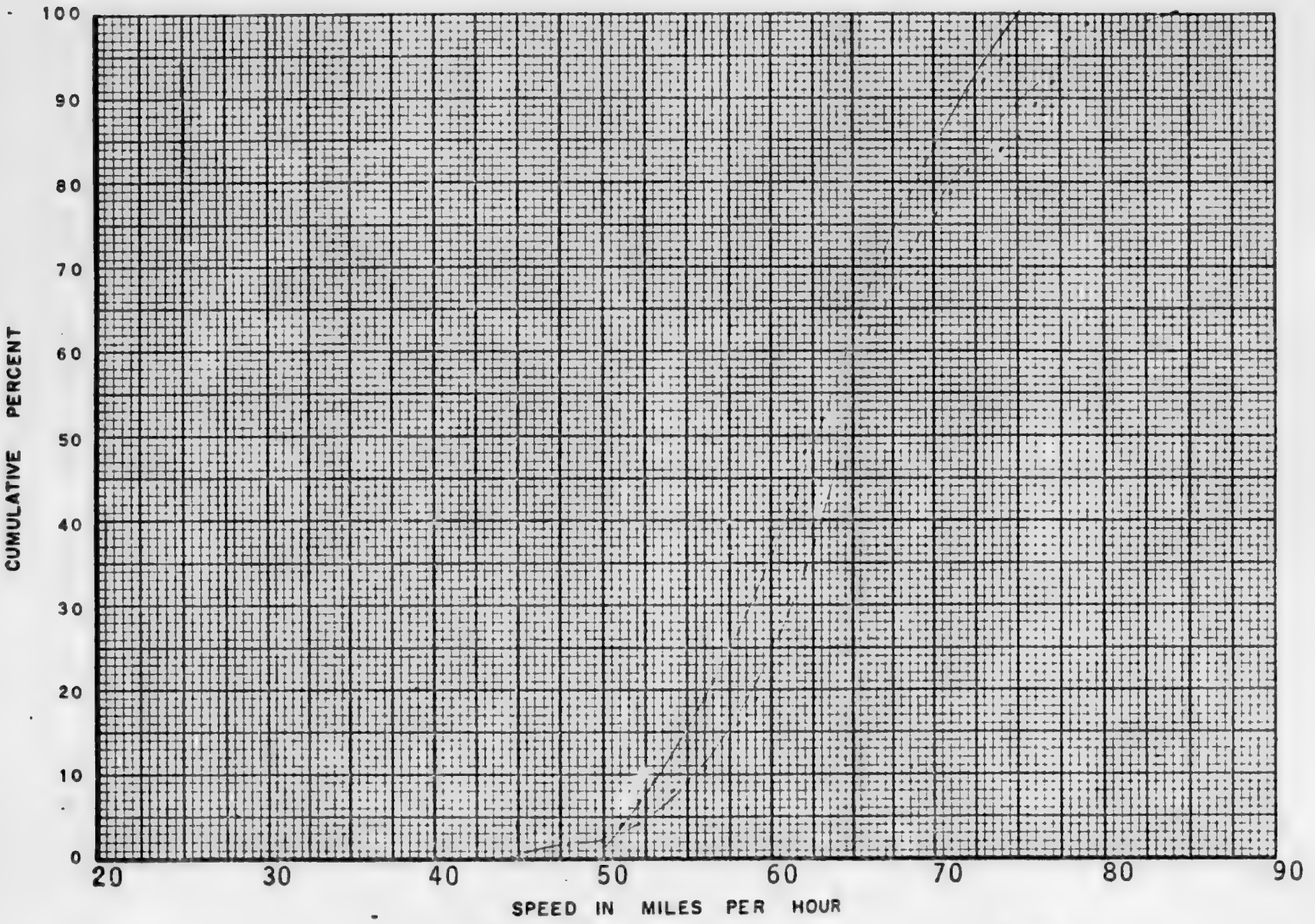
TIME 12:45 P.M TO 3:45 P.M

WEATHER CONDITION Cloudy

NUMBER IN SAMPLE 150

60 MPH Zone East BOUND

70 MPH Zone East BOUND



ITEM	60 Zone ~~BOUND~~	70 Zone ~~BOUND~~
85% SPEED	70.25	75
PACE LIMITS	58-68	57-67
% IN PACE	51	52
MAX. SPEED	75	84

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US26 DATE October 8, 1970

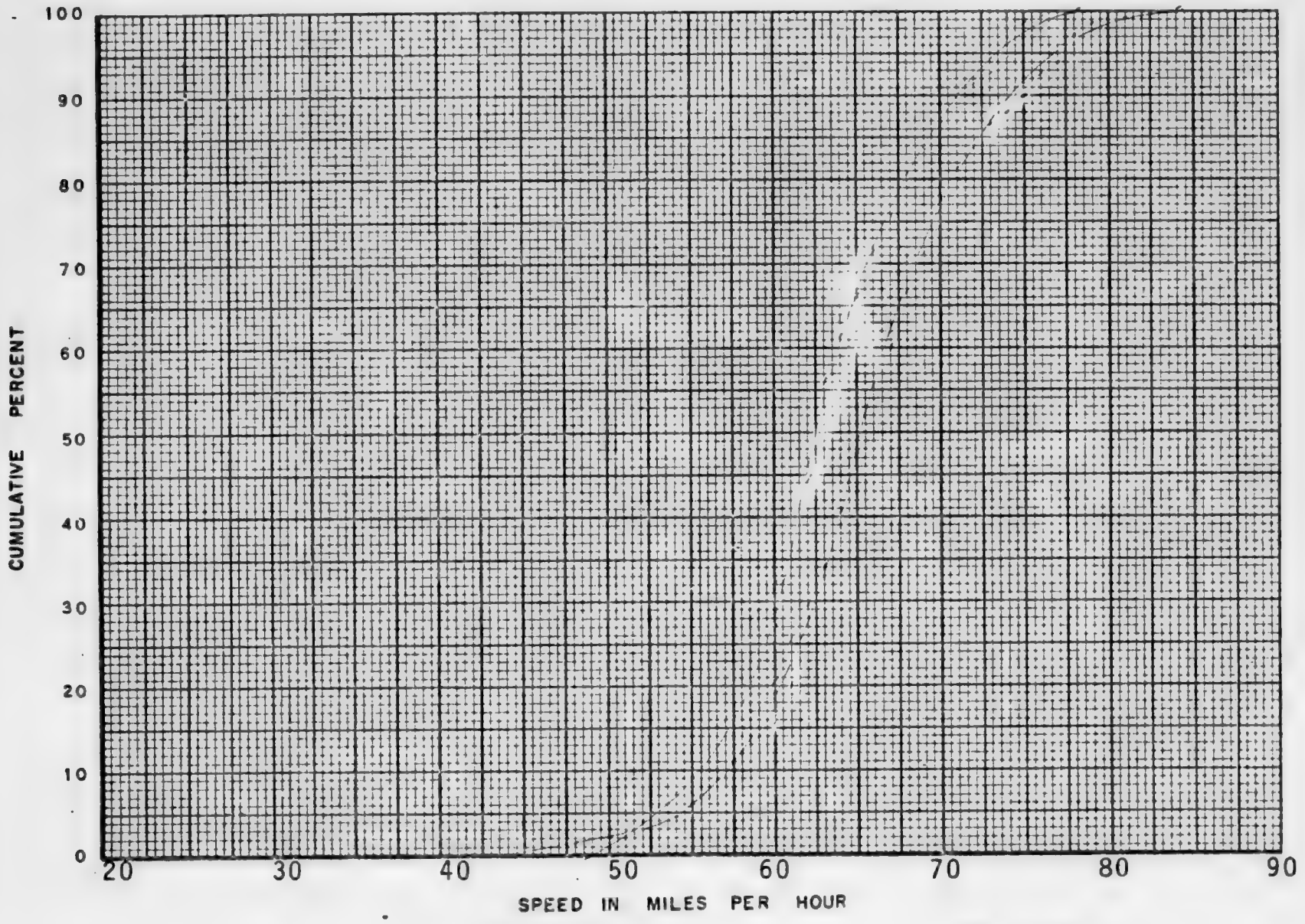
HIGHWAY NO. 47 TIME 12:45 AM TO 3:45 PM

MILE POST 63.78, 64.17, 64.41 & 64.80 WEATHER CONDITION Cloudy

GENERAL LOCATION 185th St. NUMBER IN SAMPLE 300

_____ 60 MPH zone_____ East & West BOUND

_____ 70 MPH zone_____ East & West BOUND



ITEM	60 Zone ~~BOUND~~	70 Zone ~~BOUND~~
85% SPEED	69.5	72
PACE LIMITS	58-68	59-69
% IN PACE	56	50
MAX. SPEED	78	84

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. US26 DATE October 8, 1970

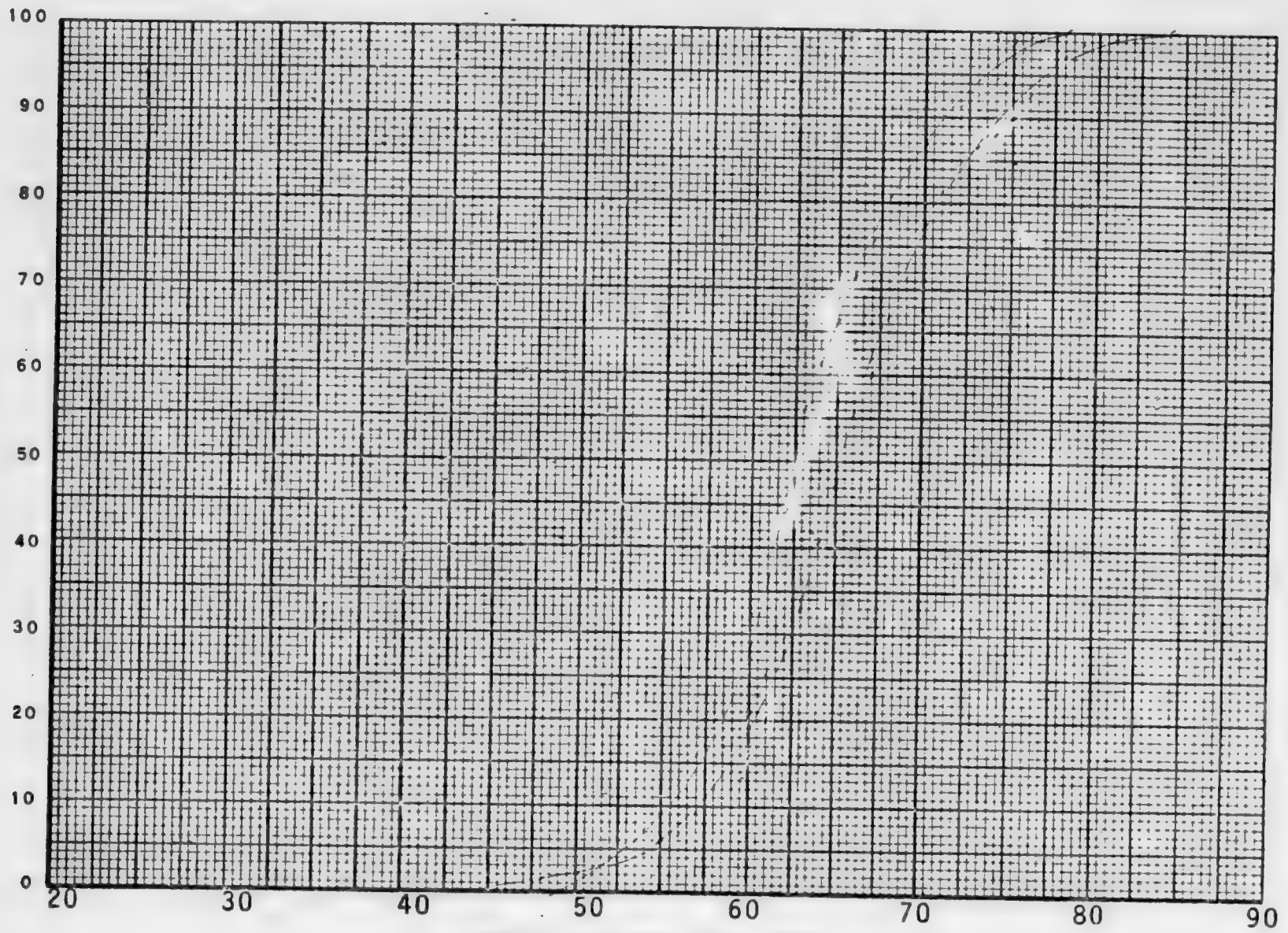
HIGHWAY NO. 47 TIME 12:45 AM TO 3:45 PM

MILE POST 63.78, 64.17, 64.41 & 64.80 WEATHER CONDITION Cloudy

GENERAL LOCATION 185th St. NUMBER IN SAMPLE 300

_____ 60 MPH zone_____ East & West BOUND

_____ 70 MPH zone_____ East & West BOUND



ITEM	60 Zone ~~EBOUND~~	70 Zone ~~EBOUND~~
85% SPEED	69.5	72
PACE LIMITS	58-68	59-69
% IN PACE	56	50
MAX. SPEED	78	84

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

SEP 21 1970

TRAFFIC ENGINEERING

BOARD OF COMMISSIONERS
WILLIAM MASTERS, Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
BURTON C. WILSON JR.

September 15, 1970

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Edwards

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter, State Highway Engineer

Gentlemen:

As you are aware there are two expressway - freeway facilities controlled by the State Highway Division within Washington County, these being Highway 217 and Highway 26. There are twelve interchanges presently existing within the county on these two facilities and, in addition, there are nine locations where, in all probability, interchanges will ultimately be constructed on the same two facilities.

In previous conversations with officials of your division, we have been informed that the State Highway Division plans the upgrading of these nine locations to full interchanges as funds become available and as the need dictates. We have further been informed that your goals have been to complete 217 and to complete the four lane divided section of the Sunset Highway (26) to the Wilson River interchange. It is our understanding that your current contracts will see these goals achieved.

The Board of County Commissioners for Washington County have been under considerable pressure by local citizens to bring about the upgrading of at least some of these interchanges. Accordingly, upon our recommendation, said Board of Commissioners instructed this department to analyze the nine contemplated interchanges and attempt to rank them in order of priority. The report on this assignment was submitted to the Board of Commissioners at their regular meeting Tuesday, September 15, 1970. A copy of that report is enclosed for your information.

As you will note from the report, we have attempted to rank the nine contemplated interchanges in order of traffic engineering considerations consisting of volumes and accident records. We have further come to the conclusion that it is difficult to set a priority system on this type of work until funds are available since conditions continually change in the vicinity of these needed interchanges. Finally, we suggest to the board that they might authorize the further exploration of interim measures at the intersection of the Sunset Highway and S. W. 185th Avenue. We point out that according to traffic volumes approximately 38% of the volume through the intersection originates from the intersecting county road, which is somewhat unusual for the intersection of an expressway and a local county road.

Sincerely

Accordingly, by action this date, the Washington County Board of Commissioners wish to go on record as stressing the urgency of upgrading the nine interchanges set forth in the report at the earliest possible date consistent with available funds. Further, the Board of Commissioners would request that your division investigate the warrants for installing traffic signal control devices at the intersection of Highway 26 and S. W. 185th Avenue as an interim measure pending the construction of a proper interchange.

This department will be glad to work with your staff in any way we can toward achieving the goals set forth in this letter.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt
Enclosure: County Staff Report, Sept. 9, 1970 with map, letters and Petition
cc: County Administrative Officer

RECEIVED
SEP 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

September 9, 1970

Honorable Board of County Commissioners

Director of Public Works

Interchanges on State Highways within Washington County

By Minute Order 70-148 adopted at your regular meeting of April 7, 1970 after receipt of a petition, your Board requested this department to investigate and report our recommendations for a priority listing of upgrading interchanges on the two state expressways within the county.

The two state highway routes within the county that are in the category of expressway - freeway are the Beaverton-Tigard (217) and the Sunset (26). In all there are nine interchanges eventually contemplated by the Oregon State Highway Division on these two routes. In addition, there are 12 interchanges already in existence or under contract on these two routes. Four of these future interchanges are on 217 and five of them are on the Sunset Highway.

As you are aware, Highway 217 has only been open to Canyon Road for a short period of time and, therefore, volume and accident records do not have a long history of substantuation. In addition, the interchange with 217 and Walker Road can only have predicted volumes and no accident record since it is not presently open.

Aside from the nine interchanges yet to be constructed it is our feeling that the 217-72nd interchange should be upgraded to a full diamond and the Murray - Sunset Highway interchange should also be improved to accommodate the 10,000 plus average daily traffic now experienced on Murray Boulevard. We have not attempted to rate the latter two interchange improvements.

At the beginning of the investigation, the Oregon State Highway Division was consulted for any priority system they might have on these interchanges, as well as volume and accident records. As might be expected the reply from the State Highway Division was that all of these needs are recognized and when funds became available the most pressing needs would be satisfied. The state does not, however, have a priority listing for these improvements.

Based on traffic engineering considerations consisting of volumes on the freeway and volumes on the intersecting road, as well as accident records, where available, the following priority rating has been developed:

1. AUSTIN ROAD (S.W. 76th) - SUNSET HIGHWAY, combining several streets intersecting Sunset Highway with a new frontage road and one interchange in the vicinity of S.W. 76th Avenue. 43 accidents (1 fatality) 28 persons injured in the period January 1, 1968 to January 31, 1970. Combined side road traffic 3,500 ADT, freeway traffic 23,000 ADT.

2. S. W. GREENBURG ROAD - 217, presently controlled with a 3-phase traffic signal. 6 reported accidents, 3 injuries in the period of 8 months of 1969 and 1 month of 1970. Greenburg volumes 4,700 ADT, 217 volumes 15,000 ADT

3. S. W. ALLEN AVENUE - 217, presently controlled with 3-phase traffic signal. City of Beaverton street. No accident record reported in the investigation. Allen Avenue traffic 6,800 ADT, 217 traffic 12,000 ADT.

4. S. W. 185th AVENUE - SUNSET HIGHWAY, flashing light. 12 accidents, 11 injuries in the period January 1, 1968 to January 31, 1970. 185th traffic volumes 3,500 ADT north of Sunset, 1,600 ADT south of Sunset. Sunset Highway volumes 8,500 ADT.

5. S. W. WALKER ROAD - 217, to be signal controlled. Expressway currently under construction. No accident records available. Projected expressway volumes 12,000 ADT, current Walker Road volume 4,200 ADT.

6. S. W. DENNEY ROAD - 217, presently controlled with 3-phase traffic signal. 3 accidents, 1 injury in 8 months of 1969 and 1 month of 1970. Expressway volume 12,200 ADT, Denney Road volume 2,100 ADT.

7. SHUTE ROAD - SUNSET HIGHWAY, flashing light. 1 reported accident from period March 1, 1969 to January 31, 1970 (There was 1 fatality subsequent to the accident reporting period). Sunset volume 6,200 ADT, intersecting road 800 ADT.

8. JACKSON ROAD - SUNSET HIGHWAY, flashing light. 3 accidents, 3 injuries from period March 1, 1969 to January 31, 1970. Sunset Highway volumes 6,200 ADT, Jackson Road volumes 500 ADT north - 800 ADT south.

9. MOUNTAINDALE ROAD - SUNSET HIGHWAY, 4-lane divided construction contemplated on Sunset Highway at this intersection. Current Sunset volumes 5,900 ADT, Mountaindale Road volumes 400 ADT.

While the above listing is in order of current traffic engineering statistics, developments such as the proposed Progress Shopping Center in the vicinity of Greenburg Road can change the picture drastically and, therefore, perhaps the Highway Division is wise in not rating these interchanges until funds are available and the then current conditions can be evaluated. It would, therefore, be difficult for this department to completely justify the above as a priority system. It is apparent that to move conveniently and safely on the freeway systems through the county all of these interchanges should be constructed and while the signalization of some is of aid, it is seen that it does not completely eliminate the accidents and surely imposes delays on the expressway traffic.

At the risk of imposing further delays on the Sunset Highway and assuming the state does not have the necessary funds for construction of the interchange at S. W. 185th, some consideration might be given to requesting that the State Highway Division install a 3-phase traffic signal similar to that on Greenburg Road and 217. As justification for the request we note that of the total volume through the subject intersection (13,600 ADT) 5,100 ADT or 38% comes from the side street. This is somewhat unusual since the volumes on the principle arterial are generally many times the volumes on the side street. Of course there are times, such as a Friday or Sunday, when volumes on the Sunset Highway are considerably greater than on S. W. 185th. I am not sure whether the Highway Division would be receptive to this suggestion since it would be the only traffic signal on the Sunset Highway, however such an installation might serve as an interim relief for the problem expressed by those petitioning

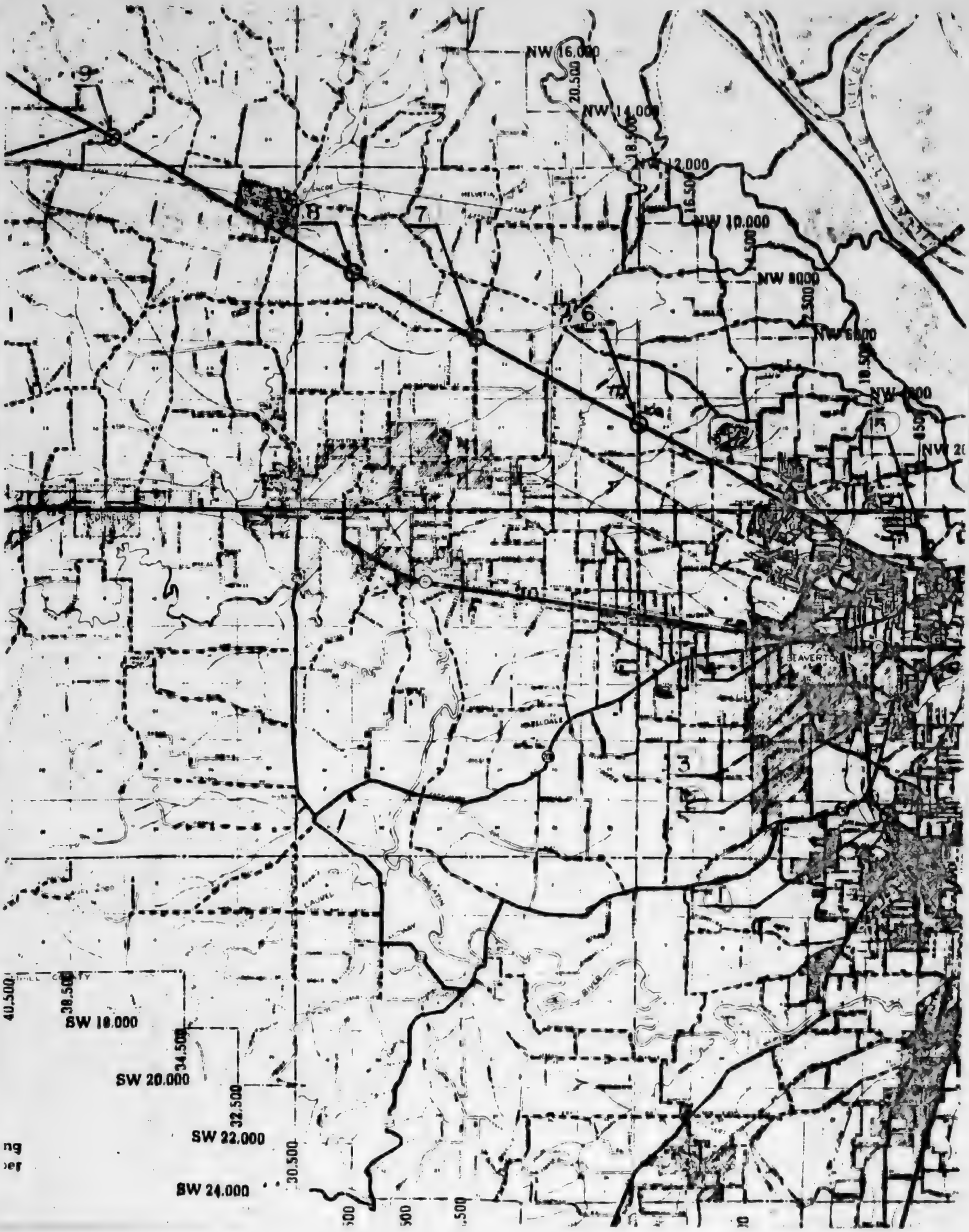
an interchange which apparently can not be constructed at this time.

We are attaching a map delineating needed interchanges for your information.

Respectfully submitted,

Ken Meng
Director of Public Works

KM:jt
Attachment: Map
cc: Chief, Engineering Division
Chief, Traffic Section


NW 16,000
20,500
NW 14,000
18,500
NW 12,000
16,500
NW 10,000
NW 8000
NW 6000
SW 18,000
38,500
SW 20,000
34,500
SW 22,000
32,500
SW 24,000
30,500
9
8
7
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3
1
CORNELIUS
HELVETIA
HILLSDALE
BEAVERTON
LAUREL
Rock Creek

RECEIVED
OCT 22 1970
FOR FILE

EH
11-136 -1
7677

October 22, 1970

3716

Mr. G. H. Hoffmann
Personnel Manager
Richard Abel & Company, Inc.
Post Office Box 4245
Portland, Oregon 97208

Dear Mr. Hoffmann:

Re: 185th Avenue Interchange, Sunset Highway, Washington County

Your letter of October 2 to Mr. L. W. Rulien has been forwarded to this office. It is assumed from your letter that your use of the word "overpass" refers to an interchange. We could not separate 185th Avenue by structure without providing interchange ramps to handle traffic to and from the Sunset Highway.

The Highway Division has a proposed future interchange planned at this location. The right-of-way has already been purchased to accommodate such a facility which is estimated to cost in excess of $800,000 to construct. Due to the critical lack of available funds, the interchange is not presently scheduled. It will, of course, be considered for construction along with all the other needs of the state and availability of funds when new schedules are prepared.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank L. Hall
L. W. Rulien

DNS:jp srb

Form E-48

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

185th AVENUE INTERCHANGE
SUNSET HIGHWAY
WASHINGTON COUNTY

Prelim. Design 10-16-70 TE

ITEM		Unit	Net	Allowance	Quantity	Unit Price	Amount
General Excav.		Cu. Yd.	51,620	10,324	61,944	$ 0.75	$46,458
Trench Excav.		Cu. Yd.	171	34	205	5.00	1,025
18" Culvert Pipe		Lin. Ft.	440	88	528	6.50	3,432
Bottom Course	Base	Ton	35,110	7,022	42,132	3.50	147,462
Plant Mix Bit.	Base	Ton	3,688	738	4,426	7.00	30,982
Asph. in P.M.B.B.		Ton	166	33	199	32.00	6,368
3/4"-0 in	Prime Coat	Cu. Yd	164	33	197	6.50	1,280
Asph. in	Prime Coat	Ton	30	6	36	75.00	2,700
Asph. in	Tack Coat	Ton	2	-	2	100.00	200
Class "B" A.C. Mix		Ton	4918	984	5,902	7.00	41,314
Asph. in Mix		Ton	270	54	324	32.00	10,368
Watering	Stone Base	M-Gal.	878	176	1,054	3.00	3,162
Metal Guard Rail		Lin. Ft.	2,600	520	3,120	2.75	8,580
Guide Posts, Type Y-2		Each	72	14	86	8.50	731
Guide Posts, Type W-1		Each	18	4	22	8.00	176
		Subtotal					304,276
		+ 40% Engineering & Contingencies					121,724
		Total Grading & Paving					426,000
		Structure					403,000
		GRAND TOTAL					$829,000

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
October 12, 1970

SUBJECT: Request for Interchange Sunset Highway at 185th

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
Salem

Attached is a copy of a letter from G. H. Hoffmann, Personnel Manager Richard Abel & Company, Inc., which requests construction of an interchange at 185th and the Sunset Highway.

I discussed this matter with Mr. Hoffmann on the phone, and indicated to him problems in the general area and the need for assignment of priorities to work. I suggested he write this letter and that I would then forward the letter to Salem for consideration and future construction scheduling.

L. W. Rulien
Regional Engineer

R/W is purchased
Const. when & funds
available.
Must be considered
needs

REFERRED TO
F. Olson
Design Engr.
Please show me

LWR:fb
Enc.
cc Frank Hall
G. H. Hoffman
Richard Abel & Co.

RECEIVED
OCT 14 1970
DESIGN SECTION

Hall
A. Olson
Wills
Hoffman
Jorgensen
Tapp
Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52475-734

RICHARD ABEL & COMPANY, INC.
Scholarly Books in the Arts and Sciences
POST OFFICE BOX 4245 · PORTLAND, OREGON 97208

October 2, 1970

Mr. L. W. Rulien
Regional Engineer
Department of Highways
State of Oregon
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rulien:

This will confirm our telephone conversation of September 22, 1970 regarding our inquiry about the possibility of having an overpass constructed on 185th Ave. & Sunset Highway.

At that time you suggested that I write you a letter, stating our reasons for having an overpass constructed, so that it can be kept on record.

This company is building new office and warehouse spaces at the corner of Walker Road and S.W. 185th Ave. We will employe approximately 370 people in this location. The location of our plant will require many of our employees to use the crossing at 185th & Sunset Highway. This appears to be a dangerous intersection and with added traffic, could result in some serious accidents. We would be interested in having an overpass constructed in order to alleviate the danger to our employees, representatives calling on our plant, and our neighbors in that area.

Would you advise us as to the steps necessary in getting an overpass constructed at 185th & Sunset Highway.

Sincerely yours,
RICHARD ABEL & CO., INC.

G. H. Hoffmann
Personnel Manager

GHH/mm

RECEIVED
JUL 18 1969
FOR FILING

EHS-U-182(24)
7697

July 17, 1969

Mr. Ken Meng
Director of Public Works
Washington County
Courthouse - Second & Main Streets
Hillsboro, Oregon 97123

Dear Mr. Meng:

We agree that the construction of an interchange at 185th Street is highly desirable, but funds to do the work are simply not available. I think that you will agree that highway needs, not only for our system but for all others as well, are higher now than any time in our history.

You are, I know, aware of our efforts right now to finance the Wilson River Highway-North Plains Section of the Sunset Highway and the last link of the Beaverton-Tigard Highway. We are also hoping to find funds somehow to do other critical projects in your county as well as in Multnomah, Clackamas and, in fact, most of the populous areas of the state. The Highway Commission really has an impossible task in trying to stretch these scarce dollars.

The 185th interchange, as well as several others on the Sunset and also those badly needed ones on the Beaverton-Tigard Highway, will be considered on all new programs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe - 9054
D. J. Barbee
L. H. Young
H. S. Cox
L. W. Rulien

FBK:srb sr

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

9054

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

July 2, 1969

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Klobe
DRAFT PLEASE

Mr. Forrest Cooper, Chief Engineer
State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Boyd Clement

The subject of this letter is to inquire what plans are in existence for constructing improvements to the intersection of Sunset Highway and S. W. 185th Avenue in Washington County. This intersection is receiving extremely heavy traffic use on a daily basis with particularly heavy congestion during week-ends and late afternoons on week days. April, 1968 traffic counts show ADT's of 1550 south of Highway 26 and 2275 north of the highway. The new Aloha High School will necessitate additional school bus crossings.

The Somerset West area immediately north of the subject intersection shows a substantial increase in size and number of residents. In addition, the development corporation that manages Somerset West is now in the process of a significant expansion in the size of the plan unit development. Additionally, another planned unit development of 500 acres in size is getting underway approximately one mile north of the subject intersection. All of these developments will create additional pressure on the subject intersection, both from the standpoint of residential traffic as well as commercial and construction traffic. As a consequence, the county is extremely interested in determining how soon we can expect to have an improvement installed at this intersection in accordance with the plans as they were originally announced when Sunset Highway was first constructed.

It is my understanding that this intersection was to be established on a full separation basis at some future date. With the impending construction of the Rock Creek Reservoir project immediately to the north of the subject intersection, the availability of full highway improvements at this point becomes extremely important.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt
cc: County Administrative Officer
Somerset West, Attn Boyd Clement

RECEIVED
JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

34-1625 Pacific Hwy. W. at Johnson St. 1972
(Tigard) Sec.
#7698 (Traffic signals)

CIA 4295 9-10-71

7698

March 13, 1973

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,770 will be made to Graham Electric Company on Contract No. 7698 for traffic signal installation on the Pacific Highway West at Johnson Street in Tigard in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $16,005 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Graham Electric Company
311 N.W. Broadway
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

RECEIVED
JAN 19 1973
FOR FILING
7698

January 19, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On January 16, 1973, we wrote to you concerning release of final payment on Contract No. 7698 awarded to Graham Electric Company for traffic signal installation on the Pacific Highway West at Johnson Street in the City of Tigard in Washington County.

Final payment on this contract is $711.75 and the total contract amount is $14,235. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ka

cc Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: W. L. Monmer
L. W. Rulien

7698

January 17, 1973

Graham Electric Company
311 N.W. Broadway
Portland, Oregon 97209

Gentlemen:

Pacific Highway W. at Johnson St. (Tigard) Section
Pacific W. Hwy.
Contract 7698

The State Highway Division has granted your request for a 59-calendar day extension of time, which waives all liquidated damages, on Contract 7698 for the Pacific Highway West at Johnson Street (Tigard) signal installation in Washington County.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
W. J. Hart
V. E. Skoog
C. T. Keasey
V. L. Gallagher

RJW:ag dpy

cc: C. W. Hea
G. M. Balawin
A. E. Johnson
W. J. Hart
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rulien

V. L. Gallagher
Gary Ross
Gary Sund

RJW/af dpy

1-18

January 17, 1973

To Oregon State Highway Commisson

From F. B. Klaboe
State Highway Engineer

Subject Request for Extension of Time
Pacific Highway W. at Johnson St. (Tigard) Section
Pacific W. Highway
Contract 7698

Graham Electric Company, contractor for the traffic signal installation at the subject location in Washington County, has requested an additional 59 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites the delay in placing an order for the revised control equipment as the reason for his failure to complete the work on time.

This contract was awarded February 22, 1972, and allotted 200 calendar days to complete the work, which forecast a completion date of September 17, 1972. All work was completed except for the installation of the controller by August 26, 1972. The controller was delivered and installed on November 15, 1972, and all work was completed November 17, 1972.

After the award of the contract the City of Tigard requested that a pre-emption circuit for fire calls be added to the traffic signal installation. Eighty-six days had elapsed since the award of the contract by the time a price agreement for this change was signed and approved by the city and the contractor was notified to order the revised equipment.

Based on the above I have granted the contractor a 59-day extension of contract time, which waives all liquidated damages, in accordance with the authority given me by you. This is a state project and does not require the concurrence of the FHWA.

This matter will be on the agenda for your concurrence at the January 23 meeting.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7698 Contractor Graham Electric Company

Highway Pacific West

Section Pacific Hwy. West at Johnson St. (Tigard)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Grant 59 days for delay due to changed control equipment.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27920

Contract No. 7698

Project designation State (State-Federal)

Date awarded February 22, 1972

Work started May 3, 1972

Per cent completed 100 Nov. 17, 1972 (Date)

No. of Workdays Allowed 220

No. of Workdays Used 279

No. of Added Workdays Requested 59

E-320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 4, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 0 days to 59 days, within which to complete our Contract No. 7698, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See copies of letters from Automatic Signal Division and The Marbelite Company, Inc. enclosed

Respectfully submitted,

Graham Electric Company
Contractor

By Dan C. Schlerman
Dan C. Schlerman, President

CONSENT OF SURETY

Date December 4 ~~November 30~~, 19 72

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney-in-fact
Carol A. MC Allister

D C Burnett
Resident Agent
Fred. S. James & Co.

RECEIVED
DEC 27 1972
BRIDGE DIVISION

(SEAL)

FCV

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: December 21, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM: A. C. Harwood
Regional Construction Engineer

SUBJECT: Pacific Highway West @
Johnson Street
(Tigard)
Traffic Signal Installation
Contract No. 7698

State Job

Enclosed find a request from the contractor for an increase in time in which to complete work on the subject project without assessment of liquidated damages. Also enclosed is various items of correspondence from the signal equipment supplier describing labor problems. The letter from Automatic Signal, dated August 7, 1972, does not provide the needed information to evaluate the effect of the labor dispute on the completion of the contract. Should it be necessary, more information can probably be obtained relative to this matter.

It appears to me, that the labor dispute need not be considered and that adequate time to complete the project without assessment of liquidated damages can be granted due to the addition of fire pre-emption equipment. The contract was awarded February 22, 1972. However, in order to add the fire pre-emption equipment was not given to the contractor until May 8, 1972 - 90 days after the award of the contract. This change, while not major in terms of equipment design and manufacture, undoubtedly did disrupt scheduling and signficantly contributed to delays. The 59 days requested is therefore recommended.

(job complete when time up except for
installation of controller — done Nov. 15
" " " Compl. Nov 21

RECEIVED
DEC 27 1972
BRIDGE DIVISION

ACH/bd
enc
cc: H. R. Harris

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 12, 1972

To: L. W. Rulien
Regional Engineer
Portland, Oregon

SUBJECT: Pacific Hwy West at Johnson St. (Tigard)
Washington County
Contract No. 7698

Attention: A. C. Harwood
Regional Construction Engineer

Attached are five copies of a time extension request for 59 calendar days from Graham Electric Company.

Contract for traffic signal installation was awarded February 22, 1972. Project was completed November 17, 1972.

Attached letters from contractor's supplier indicates part of delay for controller was due to labor union problems.

After contract was awarded the City of Tigard and Tualatin Fire District requested a fire pre-empt device be included in installation. A check from the Tualatin Fire District paying for the fire pre-empt was sent to Salem May 19, 1972 and a price agreement was approved for the work. Contractor was not advised to order fire pre-empt equipment included in controller untill I recieved the fire district's check on May 18, 1972.

Due to the delay in approving the fire pre-empt and the supplier's labor union problems I recommend the contractor be granted an extension of 59 calendar days and no assessment of liquidated damages.

Howard R. Harris
Resident Bridge Engineer

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
DEC 13 1972
☐ TE ☐ UE ☐ DES ☐ SEC

RECEIVED
DEC 27 1972
BRIDGE DIVISION

RECEIVED
FOR FILING

7698

January 16, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

Contract No. 7698 awarded to Graham Electric Company for traffic signal installation on the Pacific Highway West at Johnson Street in the City of Tigard in Washington County was completed on November 17, 1972 and accepted by the Highway Commission on January 11, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 21, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
L. W. Rulien

RECEIVED
JAN 15 1973
FOR FILING

7698

January 12, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7698 Work Completed November 17, 1972

Project Pacific Highway West at Johnson St. (Tigard)

Highway Pacific West County Washington

Type of Work Traffic Signal Installation

Contractor Graham Electric Co.

Recommended Acceptance Date January 11, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the commission meeting on January 23, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7698

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pacific Hwy. at Johnson (Tigard)		WEEK ENDING: August 12, 1972
		SECTION PREFIX: 34-1625
HIGHWAY: Pacific Hwy. West		COUNTY: Washington
NAME OF JOB: Pacific Hwy. at Johnson Street	KIND OF WORK: Traffic Signals	
CONTRACTOR: Graham Electric	CONTRACT NUMBER: 7698	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 22, 1972	DATE WORK STARTED: May 3, 1972	ESTIMATED COMPLETION DATE: September 20, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 162
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 81
PROJECT AUTHORIZATION: $ 15,239.95		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 12
EXCLUSIVE OF ENGINEERING: $ 13,906.95	ENGINEERING AUTHORIZATION $ 1,333.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 16,803.95	ENGINEERING COST TO DATE $ 506.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 11
ESTIMATED PERCENT: OVERRUN / UNDERRUN 12 %	PERCENT OF AUTHORIZATION 38 %	DATE PROJECT WAS COMPLETED: 1-11-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair	1		
MONDAY 7	Fair	1		
TUESDAY 8	Fair	1		
WEDNESDAY 9	Fair	1		
THURSDAY 10	Fair	1		
FRIDAY 11	Fair	1		
SATURDAY 12	Fair	1		

RECEIVED
AUG 14 1972
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity this week.
MONDAY 7	
TUESDAY 8	
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

Status: Concrete footing and all poles & mastarms complete.
All conduits installed. Signal poles erected.

Next week: Wire to controller and complete signal poles installation.

CC: Bridge 2
Traffic
Region
File

SIGNED Edward W. Harris LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
ORIGINAL SIGNED
TOM EDWARDS
State Highway Engineer

SUBJECT Overrun of Project Authorization
Traffic Signal Installation, Contract No. 7698

An overrun in the project authorization for the Pacific Highway West at Johnson Street (Tigard) project, Contract No. 7698, is apparent. The contractor for this traffic signal signal installation is Graham Electric Co.

The original authorization was $15,239.95 and it now appears that the final cost will be $18,134.95, an increase of 19 percent.

The entire expected overrun is due to adding to the traffic signal installation a pre-emption circuit for fire calls. The circuit was added at the request of the City of Tigard and the cost will be borne by the City.

This matter will be on the agenda for your consideration at the the June 27, 1972 meeting. I recommend your approval.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
L. H. Young
W. J. Hart
V. E. Skoog
L. W. Rulien
Gary Ross
Gary Sund
WBR:da cg

18,134.95
15,239.95
2895.00

NOTED
FLOYD QUERY

Form E-373 (Rev. 10-61) 7698

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Pacific Highway West at Johnson Street (Tigard) Date May 1, 1972

Highway Pacific Highway West Contract No. 7698

County Washington Kind of Work Traffic Signal Contractor Graham Electric Co.

	Authorized	Estimated
Contract Amount	$ 13,110.00	$ 13,110.00
Anticipated Items	200.00	200.00
Contingency (4½%)	598.95	3,493.95
Engineering	1,331.00	1,331.00
Credits	-------	-------
PROJECT COST	15,239.95	18,134.95
	NET INCREASE $	2,895.00

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
Price Agreement No. 1 Fire Pre-emptive device (U)	2,895.00	+ 2.895.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 6-27-72

Principal reasons for overruns (Continue on reverse side): City of Tigard requested fire pre-emptive device be installed, which was not included in original contract.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____
Howard R. Harris Resident Engineer (Bridge)

Confirmed by _____
Division Engineer

Noted by _____
Construction or Bridge Engineer

Noted by _____
Deputy or State Highway Engineer

SP*23769-734

RECEIVED
MAR 13 1972
FOR FILING

7698

March 10, 1972

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7698 for traffic signal installation on the Pacific Highway West at Johnson Street in the City of Tigard in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rullen
Howard Harris

RECEIVED
FEB 17 1972
OREGON STATE HIGHWAY DIVISION
7698

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

February 16, 1972

2-18-72
original to
Bud George
Check #2175
forwarded to
Bud George

R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

On February 8th you directed correspondence to me indicating that it would be possible to install fire preemption equipment via an extra work order with the contractor installing the signalization equipment at the intersection of 99W and Johnson Street.

I have reviewed this matter with the Tualatin Rural Fire Protection District and it is their concurance that we should proceed with the installation of the preemption equipment at our cost. You may, therefore, consider this letter as authorization to proceed to obtain approval of the Federal Highway Administration and execute an extra work order with Graham Electric for the installation of that equipment.

I have received your letter of February 14th summarizing the low bid and asking for a deposit of $7,620. in order that the contract can be awarded.

I refer you to an agreement dated September 8th, 1971 between the State of Oregon and the City of Tigard wherein section 3 THINGS TO BE DONE BY THE STATE and section 2 THINGS TO BE DONE BY THE CITY indicate the sharing of costs on this project will be 75% state/25% city. The City accepts the low bid of $13,110. plus the flagging costs of $200. and engineering and contingency cost of $1,930. making the total estimated project cost $15,240. Please find enclosed a City of Tigard check in the amount of $3,810. representing our deposit based on 25% of the total estimated cost.

Thank you for your cooperation in this matter. We look forward to an early execution of this contract.

Sincerely,

Stephen M. Telfer
City Administrator

RECEIVED
FEB 17 1972
OREGON STATE HIGHWAY ENGINEER

CC: Russell Washburn,
Chief, TRFPD

NOTED
R. L. SCHROEDER

RECEIVED
FOR FILING

34-1425
1628

February 14, 1972

Mr. Stephen M. Telfer
City Administrator
City Hall
P. O. Box 23557
Tigard, Oregon 97223

Dear Mr. Telfer:

On February 3, 1972, bids were opened for the proposed installation of the traffic signals at the intersection of the Pacific Highway West and Johnson Street. Tabulated below are the data concerning the bid:

Low Bid	$13,110.00
Flagging	200.00
Subtotal	$13,310.00
Engineering & Contingencies (14-1/2%)	1,930.00
Total Estimated Cost	$15,240.00
State's Share (50%)	$ 7,620.00
City's Share (50%)	$ 7,620.00

If you will submit the City's check for $7,620.00 we will proceed with the award of the contract. It is necessary that the contract be awarded within 30 days of the opening of bids. Your cooperation in this matter is appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

WRZ:pb jf
bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rulien

RECEIVED
FEB 10 1972
FOR FILING

34-1625

7698

February 9, 1972

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on February 8, 1972, accepted your bid in the amount of $13,110 for traffic signals at Johnson Street and the Pacific Highway West in Tigard, Washington County, which was the low bid received for that job on February 3.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the City of Tigard approves the project and deposits $7,620. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
Walt Hart
L. W. Rulien
Howard Harris

RECEIVED
FEB 9 1972
FORM E-30
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 8, 1972
Salem, Oregon

24-1225
7698

To:

L. Rulien
Regional Engineer
Region 1
Milwaukie

SUBJECT:

Pacific Hwy. W. at Johnson St.
(Tigard) Section
Washington Co.
Contract 7698
Traffic Signal Installation
A Pre-emptive Circuit For Fire Calls

The City has requested that a fire pre-emptive device be provided on the subject project. A letter from Mr. L. E. George as well as specifications for the required device are attached.

Please negotiate with the contractor for a price agreement to cover this additional work. Please submit the price agreement to this office for approval before ordering any equipment or beginning any work relative to same. Sinee the cost of this work will be 100% city money we must obtain city approval for this extra work.

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attach.

cc: A. E. Johnson
L. E. George
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 - 1972
FOR FILING

34-16
1690

December 31, 1971

Mr. Keith C. Thompson
Director of Public Works
City of Tigard
Post Office Box 23557
Tigard, OR 97223

Dear Mr. Thompson:

In response to your December 16 letter, a representative of the Traffic Section contacted you to discuss the signal installation at the intersection of the Pacific Highway West and Johnson Street in Tigard.

You suggested that left turns off ORE99W should be prohibited. We have no objection to such restriction and, if the City Council enacts an ordinance or resolution prohibiting the turns, the Highway Division will add the necessary signs to the traffic signal project. However, it should be noted that prohibiting the east to south left turn will increase traffic making this movement at the Greenburg Road intersection.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb 1a

bc R. L. Porter
Tom Edwards
L. E. George
L. W. Rullen

FORM 6-150 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 29, 1971

To: Val Johnson
Traffic Control Engineer
O F F I C E

SUBJECT: Traffic Signal Installation
Pacific Hwy. West @ Johnson St.
(Tigard)
Pacific Hwy. West
Washington County

On December 27, 1971, Keith Thompson, Tigard Director of Public Works, and I visited the subject intersection and discussed the items mentioned in his December 16 letter to you, namely:

1. Left-turn prohibition off ORE99W
2. A larger island for Pole No. 3
3. Mast arm, rather than span, from Pole No. 2

Regarding left-turn prohibitions, I advised Mr. Thompson that if the City would pass an ordinance forbidding left turns, "NO LEFT TURN" signs could be added to this project by Price Agreement. Mr. Thompson advised that he would contact you regarding the City's formal position on these left-turn prohibitions.

After discussing items No. 2 and 3 and observing conditions in the field, Mr. Thompson agreed that the design as shown on TES Dwg. No. 2471 would be acceptable to the City.

J. O. Butler
Asst. Sign & Signal Engineer

JOB:njc

NOTED
J. R. LARSES

Val

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

December 16, 1971

Mr. Val Johnson
Traffic Control Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Val:

I have been talking with Jim Butler of your office regarding traffic signal installation on S.W. Pacific Highway at Johnson Street (T.E.S. drawing No. 2470). As I indicated to Jim, the City is interested in investigating the possibilities of no left hand turns being allowed off of 99W. It is our understanding that in order for this to be done, it would be necessary for the City Council to act upon an ordinance forbidding left hand turns off of 99W. Your comments regarding this matter would be greatly appreciated.

In reviewing the plans, it is the City's feeling that pole No. 2 should be a traffic signal mast arm pole being the same as pole No. 4. Also, that the island for pole No. 3 be larger and to provide more protection than the one indicated on the plans as people have a tendency to cut this corner.

Sincerely,

Keith C. Thompson
Director of Public Works

KCT:lm

NOTED
L.E. GEORGE

NOTED
W. R. ZIRLES

NOTED
TRAFFIC CONTROL
ENGINEER

RECEIVED
OCT 18 1971
FOR FILING
34-1625
7698

5 R
9-8-71

September 10, 1971

City of Tigard
P. O. Box 23557
Tigard, Oregon 97223

Attention: Stephen M. Telfer
City Administrator

MISC. CONTRACTS and
AGREEMENTS No. 4225

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of the Pacific Highway West and Johnson Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(1 conf. agree. att.)

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

July 23, 1971

JUL 27 1971

TRAFFIC ENGINEER

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. F. D. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon, 97310

Dear Mr. Klaboe:

Enclosed are duplicate copies of two State-City agreements covering the proposed installation of traffic signals within the City of Tigard. Also enclosed, is a copy of the City Council minutes indicating authority by motion for their execution.

Please note that we have changed the cost sharing portions of the agreement to a 75% - 25% sharing in line with the proposed policy agreement with the League of Oregon Cities and the Association of Oregon Counties. I fully recognize that the State Highway Commission has not as yet adopted this policy but I feel that it is necessary that the City protect it's position in order that we may utilize our local funds to maximum benefit on a highway that has substantial traffic safety problems. Please consider this letter as notice of the city's desire to review the plans for the proposed installations prior to bid letting.

The City Council feels strongly that it is important that these installations together with the proposed TOPICS Project be implemented as soon as feasibly possible. It should be pointed out that at the Highway Division's request, Washington County will be closing Greenburg Road for the construction of the 217-Greenburg interchange which will likely increase the traffic load on a portion of 99W, adding further to the existing congestion.

Your cooperation and assistance is most appreciated.

Sincerely,

Stephen M. Telfer

Stephen M. Telfer
City Administrator

orig w/ encs
to Hodge - discuss
7-27-71

SMT;dh

DEPUTY
SECRETARY
FOR FILING

34-1425
7698

August 31, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Tigard for the installation of traffic signals at the intersection of the Pacific Highway West and Johnson Street in that city.

This agreement was drawn up under the new policy and by its terms the State will pay 75 percent of the cost of the installation and the City 25 percent. The City will care for power consumption and the State will care for maintenance. The estimated cost of the installation is $20,000, and the State's share of $15,000 will be charged to current Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
L. H. Young
L. W. Rulien

VPJ:pb fn

RECEIVED
AUG 2 1971
FOR FILING

CITY OF TIGARD

P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

July 23, 1971

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. F. D. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon, 97310

Dear Mr. Klaboe:

Enclosed are duplicate copies of two State-City agreements covering the proposed installation of traffic signals within the City of Tigard. Also enclosed, is a copy of the City Council minutes indicating authority by motion for their execution.

Please note that we have changed the cost sharing portions of the agreement to a 75% - 25% sharing in line with the proposed policy agreement with the League of Oregon Cities and the Association of Oregon Counties. I fully recognize that the State Highway Commission has not as yet adopted this policy but I feel that it is necessary that the City protect it's position in order that we may utilize our local funds to maximum benefit on a highway that has substantial traffic safety problems. Please consider this letter as notice of the city's desire to review the plans for the proposed installations prior to bid letting.

The City Council feels strongly that it is important that these installations together with the proposed TOPICS Project be implemented as soon as feasibly possible. It should be pointed out that at the Highway Division's request, Washington County will be closing Greenburg Road for the construction of the 217-Greenburg interchange which will likely increase the traffic load on a portion of 99W, adding further to the existing congestion.

Your cooperation and assistance is most appreciated.

Sincerely,
Stephen M. Telfer
Stephen M. Telfer
City Administrator

orig w/encs
St George - Lisacus
7-27-71

SMT;dh

RECEIVED
JUL 2 - 1971
FOR FILING

34-1625
7698

July 1, 1971

Mr. Stephen M. Telfer
City Administrator
City of Tigard
City Hall
Tigard, Oregon 97223

Dear Mr. Telfer:

Attached are two copies of a State-City agreement covering the proposed installation of traffic signals at the intersection of the Pacific Highway West and Johnson Street in Tigard. It is proposed that these signals will be interconnected with the traffic signal system which will result from the TOPICS project on US99W in Tigard.

Will you please arrange for signature of these agreements and their return to this office. We will then arrange for their execution by the State Highway Commission, after which you will be furnished with a fully executed copy. Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien - Att.

VPJ:pb srb

34-1626 Tualatin Valley Highway at Witch Hazel Road (Hillsboro) 1972
#7699 Sec. (Traffic signals)

RK-721 5-16-72

C.A 4305 9-15-71

7699

October 23, 1973

The Aetna Casualty and Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $150 will be made to Olson Electric Co., Inc. on Contract No. 7699 for traffic signal installation on Tualatin Valley Highway at Witch Hazel Road in the City of Hillsboro in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $23,277.03 including the post-final payment. Of the total $53.14 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm

cc Olson Electric Co., Inc.
200 E. Fifth Street
Vancouver, Washington 98660

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
L. W. Rulien

7699

October 10, 1973

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98660

Gentlemen:

We have reviewed your request for a 30-day extension of time on Contract No. 7699 for work on the Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Section of the Tualatin Valley Highway in Washington County.

Careful consideration has been given to the reasons you submitted. In light of the available facts and the provisions of the contract, a five-day extension is granted which will reduce the time liquidated damages on this contract. This extension is granted for the State's delay in submitting the contract for execution.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

fw kmb
bc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rullen
Howard Harris
V. L. Gallagher

7699

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 10, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Section
Contract No. 7699

Olson Electric Company, Inc., contractor on this project, has requested a 30-day extension of time, citing difficulty in obtaining an acceptable controller and obtaining railroad protective insurance. This $23,122 contract was awarded February 28, 1972, with 240 calendar days allowed. The project was completed November 16, 1972, with 12 days liquidated damages accrued at $30 per day for a total of $360.

Neither of the reasons cited by the contractor are believed valid for time extension. The contractor selected the controller manufacturer and insurance representatives, and no changes were made by the State. There was however, an excessive five-day delay in the State's submitting the contract for execution while we were awaiting approval of the City of Hillsboro.

I have granted a five-day extension of time on this project. This will leave seven days and $210 liquidated damages in effect. This was a State project.

This matter will be on the agenda for your concurrence at the October 24 meeting.

JAB:fw kmb
bc: Cecil Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Sund
R. E. Whipps

FORM [illegible]-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1973

SUBJECT: Time Extension Request
Tualatin Valley Hwy. @ Witch
Hazel Road (Hillsboro)
Contract No. 7699

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Olson Electric Co., Inc., contractor for this traffic signal installation in Washington County, has requested 30 days additional time to complete the contract work without the assessment of liquidated damages. The contractor cites difficulty in obtaining an acceptable controller and obtaining railroad protective insurance.

This $23,122 contract was awarded February 28, 1972 and allotted 240 calendar days to complete the work, which forecast a completion date of November 4, 1972. The signals were activated on November 16, 1972, at which time 252 calendar days had been charged to the contract time, an overrun of 12 days. No further charges were made to the contract time although the contractor did not complete all miscellaneous adjustment and submit the required paperwork until March 6, 1973.

There is no record of the contractor having submitted a request for approval of a controller until August 2, 1972 when the State received a request for approval of a Singer traffic controller. The contractor had been denied approval for the Crouse-Hinds controller on at least one other project prior to the awarding of this contract but he made no such request on this project. The delay in obtaining the Singer controller appears to have been caused by the contractor's own decision. Delays related to the railroad insurance appear to also have been more within the contractor's discretion.

We note that the State did not submit the contract and bond within 20 days of bid opening. Bids for this project were opened February 3, 1972 and the contract and bond were not submitted until February 28, 25 days later. This delay occurred awaiting concurrence of the City of Hillsboro. To be consistent with our handling of this situation on other projects, the contractor could be granted a five-day extension for this delay.

On the basis of the above, we recommend the contractor be granted a five-day extension with the remaining seven days assessed at $30 per day for a total of $210. (The Resident Engineer and Region recommend no time.) This is a State project and does not require the concurrence of FHWA.

WBR/JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 8 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7699 Contractor Olson Electric Company, Inc.

Highway Tualatin Valley

Section Tualatin Valley Highway at Witch Hazel Road (Hillsboro)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

~~For Additional Detail~~

However five-day extension is recommended for excessive delay in award.

Recommended for Approval:

Regional Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No.	7699
Project designation	State (State-Federal)
Date awarded	February 28, 1972
Work started	June 12, 1972
Per cent completed	100% Nov. 16, 1972 (Date)
No. of Workdays Allowed	240
No. of Workdays Used	252
No. of Added Workdays Requested	30

SP*67865-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..... 6/26/ ....., 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 270 days, within which to complete our Contract No. 7699, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

PER ATTACHED

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By .....

CONSENT OF SURETY

Date ..... June 26 ....., 1973

We, ... The Etna Casualty and Surety Company .....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Virginia White
Attorney-in-fact

Virginia White (SEAL)

.....
Resident Agent

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

June 26, 1973

Oregon State Highway Commission

Re: 7699 - Request for Extension of Contract Time

Gentlemen:

We are requesting a 30 day extension of contract time to complete the subject contract

We experienced delays in equipment that were beyond the contractor's control primarily the traffic controller. The order for equiomont was placed promptly following award with Crouse Hinds Comoany This order was one of three involving Oregon State Highway Dept contracts. The Crouse Hinds equipment was denied approval. We replaced the order with Singer Traffic Control Division.

The equipment was delivered to the job site on October 17, 1972. The completion was deligently pursued from this date forward to the final testing.

The subject contract was further complicated by Railroad proximity. We experienced forty-five days delay in negotiating by our insurance carrier, Neal Atkinson and the San Francisco office of the Southern Pacific Railroad Company. The contractor experienced unforseen expenses in construction as a result of work stoppage in the first stage of underground as well as the final phase which required a renewal of the insurance policy.

The contractor contributed extra time and effort to meet the special requirements of the neon railroad signing. The contract plans exceeded the anticipated requirement of one neon sign with an added no right turn neon instead of the Gill Electric florescent. This added costs of $600.00 above our estimate This reference is to an error on the part of the contractor, however, the industry normally assumes that all turn signs are the florescent standard

For these reasons we request that the liquidated damage for contract over run not be assessed.

Respectfully submitted,
OLSON ELECTRIC COMPANY, INC.

Joe Olson

7699

April 23, 1973

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

On April 20, 1973, we wrote to you concerning release of final payment on Contract No. 7699 awarded to Olson Electric Company, Inc., for traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road in the City of Hillsboro in Washington County.

Final payment on this contract is $1,153.69 and the total contract amount is $23,073.89 including $53.14 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ks

cc Olson Electric Co., Inc.
200 East 5th Street
Vancouver, Washington 98660

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

5

7699

April 18, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7699, Work Completed November 16, 1972

Project Tualatin Valley Hwy. at Witch Hazel Rd. (Hillsboro)

Highway Tualatin Valley, County Washington

Type of Work Traffic Signal Installation

Contractor Olson Electric Co., Inc.

Recommended Acceptance Date April 18, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, for your formal concurrence.

VG:dg

cc C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher

7699

March 23, 1973

Traffic Safety Supply Co.
2324 S. E. Umatilla Street
Portland, Oregon 97202

Attention: E. Hamnick
Vice President

Gentlemen:

This is to acknowledge your letter of March 19 notifying us that your claim against Contract No. 7699 with Olson Electric Co., Inc., for traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road in Hillsboro for $114.80 has been satisfied.

Thank you for notifying us of payment and we will advise all interested parties.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

RMG:fhm

cc Olson Electric Co., Inc.
200 E. 5th St.
Vancouver, Washington 98660

Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

3-23-73

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

DATE March 19, 1973

Russ

Re: OSHD Contract #7699
Tualatin Valley at
Witchhazel

Oregon State Highway Division
Highway Building
Salem, Oregon

Attn: C. W. Head, Secretary
Oregon State Highway Commission

Gentlemen:

Be advised that we have this date received payment in the amount of $114.80, and we are now able to release our claim against the bond of Olson Electric Company, Vancouver, Washington.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
Vice President

ER:hm
cc: Olson Electric Co., Inc.
Aetna Casualty and Surety Company

SEP 21 1973
STATE ...

NOTED
C. W. HEAD

7699

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin Valley Hwy at Witch Hazel Road (Hillsboro)		WEEK ENDING: March 17, 1973
		SECTION PREFIX: 34-1626
HIGHWAY: Tualatin Valley		COUNTY: Washington
NAME OF JOB: Tualatin Valley Hwy at Witch Hazel Rd.	KIND OF WORK: Traffic Signals	
CONTRACTOR: Olson Electric	CONTRACT NUMBER: 7699	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 28, 1972	DATE WORK STARTED: June 12, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 253
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106%
PROJECT AUTHORIZATION: $25,057.19		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $24,684.99	ENGINEERING AUTHORIZATION $2,360.20	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $24,177.05	ENGINEERING COST TO DATE $2,442.82	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.1 %	PERCENT OF AUTHORIZATION 103.5%	DATE PROJECT WAS COMPLETED: November 16, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	Cloudy	0		
MONDAY	12	Rain Shwrs	0		
TUESDAY	13	Rain Shwrs	0		
WEDNESDAY	14	Ptly Cloudy	0		
THURSDAY	15	Clear	0		
FRIDAY	16	Cloudy	0		
SATURDAY	17		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11	NO ACTIVITY ALL WEEK
MONDAY 12	
TUESDAY 13	
WEDNESDAY 14	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

STATUS: Project 100% complete. Semi-Final Estimate submitted. This will be the last report.

cc: Construction 2
Traffic
Region
file

SIGNED _____ LOCATION Portland

Howard R. Harris

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

4775

FILED
MAR 16 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
3-30-73 Ko

OREGON STATE HIGHWAY DIVISION

7699

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 15, 1973

Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland, Oregon 97202

Gentlemen:

This is to acknowledge receipt of your letter of March 12, 1973, advising us that Olson Electric Company, Inc., owes you $114.80 for signs.

This appears to be in reference to Contract No. 7699 for traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road in the City of Hillsboro in Washington County.

The Aetna Casualty and Surety Company, Bond Department, 1201 S. W. 12th Avenue, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and also forward it to the Secretary of State for filing.

This contract was completed on November 16, 1972, but has not as yet been accepted by the Highway Commission.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Olson Electric Company, Inc.
200 East 5th Street
Vancouver, Washington 98660

Aetna Casualty and Surety Company

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosedcopy of this letter. ✓

NOTED
C. W. HEAD
3-19-73

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

March 12, 1973

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: OSHD Contract # 7699
Tualatin Valley at Witchhazel

Dear Sir:

We have been unable to collect monies due us from the Prime Contractor on the above job, Olson Electric Co. of Vancouver, Washington. Our Invoice #1809 dated November 8, 1972 in the amount of $114.80 covers signs furnished for the above contract.

If this contract is still open we would like to file a claim in the amount of $114.80 against the bond of the contractor. We would appreciate your advising name and address of surety company.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick
Vice President

ER:lb

MAR 13 1973
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
NOV 20 1972
FOR FILING

November 16, 1972

7699

Cal Olson
Olson Electric Company, Inc.
200 East Fifth Street
Vancouver, Washington 98660

Dear Mr. Olson:

RICHOLYN ENTERPRISES, INC. CONTRACT NO: 7699

As per our telephone conversation of 11/15/72, I understand that you have a copy of the letter dated 11/9/72 from the Oregon State Highway Division in reference to the claim being made by Richolyn Enterprises, Inc.

In accordance with the provisions of the performance bond, we hereby tender this claim to you. We trust that you will be able to handle the matter to a proper conclusion.

Very truly yours,

Thomas Kirchmeier
Claims Representative

la

cc. Oregon State Highway Div.

NOTED
C. W. HEAD

RECEIVED
NOV 20 1972
FOR FILING

7699

November 16, 1972

Richard J. Bushnell
Richolyn Enterprises, Inc.
3625 Brooklake Road NE.
Salem, Oregon 97308

Dear Mr. Bushnell:

PRINCIPAL: OLSON ELECTRIC COMPANY - YOUR INVOICE NO: 5410

We have received a letter dated 11-9-72 from the Oregon State Highway Division with the enclosures of your letter dated 11/7/72 and your billing.

We have referred this matter to our principal (Olson Electric Company) and we trust that they will be able to work out a satisfactory arrangement with you.

Very truly yours,

Thomas Kirchmeier
Claims Representative

la

cc. Olson Electric Company, Inc.
Oregon State Highway Division

NOTED
W HEAD

4729

FILED
NOV 10 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
11-13-72 ks

OREGON STATE HIGHWAY DIVISION

7699

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 9, 1972

Nicholyn Enterprises, Inc.
P. O. Box 2282
Salem, Oregon 97308

Gentlemen:

This is to acknowledge receipt of your letter of November 7, 1972, with attached invoice, stating that Olson Electric Corp., owes you for signal poles and arms in the amount of $2,281.98.

From the description given in your letter, this appears to be in connection with the Olson Electric Co., Inc., Contract No. 7699 for traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road in Hillsboro in Washington County.

The Aetna Casualty and Surety Company, 1201 S. W. 12th, Portland, Oregon 97205, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

C/H:dr

cc The Aetna Casualty & Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, Washington 98660

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RICHOLYN ENTERPRISES, INC.

Steel Fabricators

Specializing in Traffic Signal Poles and Lighting Standards

3625 Brooklake Road, N.E. — P. O. Box 2282
Salem, Oregon 97308 — Phone 364-6847

November 7, 1972

Ref: O.SH.D. Contract 7699

State Highway Dept.
State Highway Bldg.
Salem, Oregon 97301

Gentelmen;

We delievered to Olson Electric Corp., P. O. Box 830. Vancouver, Washington, job site Hillsboro, 5 signal poles and 5 signal arms, stated on invoice 548, dated 10-4-72. There is a copy enclosed. This item has been delivered to the job site and therefore request immediate payment.

RICHOLYN ENTERPRISE INC.

Richard J. Bushnell

RICHARD J. BUSHNELL
OWNER

RJB/fh

RECEIVED
NOV
OREGON
STATE HIGHWAY COMMISSION

RICHOLYN ENT... INC.

Steel Fabri...ts

Specializing in Tra... Poles and Lighti... Structures

3625 Brooklake Road, N.E. — P. O. ...3282
Salem, Oregon 97308 — Phone 36...047

Invoice No.: 548

Date: 10-24-72

Shipped To: Will Call

Sold To: OLSON ELECTRIC CO., INC.
P. O. Box 850
Vancouver, Wash.

PLEASE PAY FROM INVOICE. STATEMENT SENT ONLY ...N REQUEST.

Your Order Number	Date Shipped	Shipped Via
5410	10-20-72	Ypur Truck
Our Order Number	**Salesman**	**Terms**
127	R.J.B.	Net

Quantity Ordered	Quantity Shipped	DESCRIPTION	Amount Each	Total
		Signal Poles f... ...D. Contract # 7699		
		Total Lump Sum ...ice		$ 2,600.00
		Less Credit for ...		318.00
				2,231.00

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

June 13, 1972

IN REPLY PLEASE REFER TO

GMO 75646
0-0-Whs-70-30

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Routing
Keasey — RECEIVED — Pease
Bond — Glenn
Walker — JUN 15 1972 — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence and State Contract No. 7699 covering the installation of traffic signals at Tualatin Valley Highway and Witch Hazel Road, crossing FD 761.8 Newton.

State Highway specifications order the usual standard requirements for furnishing insurance in connection with this project. We have received from the Aetna Casualty and Surety Company original and one copy of the railroad protective insurance Policy No. 042 RP 4336 CCA. Attached is one copy for your records. We will retain the original of the railroad protective insurance until the certified copies of the contractor's own insurance as called for in the specifications is received and then we will transmit all of the insurance policies to our contract attorney.

No work can be commenced until this insurance has been approved in writing by Southern Pacific Transportation Company.

Yours truly,

A W Kilborn

cc: Mr. John F. Crockett
Chief, Engineering Division
Washington County Courthouse
Hillsboro, Oregon 97123

Olson Electric Co., Inc.
200 East 5th Street
Vancouver, Wash. 98660

NOTED
C. W. HEAD

NOTED
FLOYD OLIVERY

RECEIVED
MAY 22 1972

files

FORM E-30 (REV. 10-69)
FILING

7699

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1972

SUBJECT: Indenture
Traffic Signal Installation
Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Section
Tualatin Valley Highway
Washington County
Contract No. 7699

RAILROAD COMPANIES
FILE NO. 121

To: Mr. Floyd Query
Secretary
Oregon State Highway Commission
B U I L D I N G

Herewith you will find the State's counterpart of an indenture granting the State the right to install signal facilities and an underground conduit which are necessary to interconnect the existing crossing gates with the highway signals on the Tualatin Valley Highway.

Please note in the railroad's transmittal letter dated May 9, 1972, that if this instrument is recorded they wish to be advised of the recording data.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: R. L. Schroeder
L. E. George w/agreement
D. H. Moehring "
V. E. Skoog "
J. L. Sollis "
L. W. Rulien "
Howard Harris "
R. H. Rumbolz "

Hain

5-22-72
noted in agreement book
Jr

NOTED
FLOYD QUERY

SP 52475-734

S-3660

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

May 9, 1972

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

GMO 75646
0-0-Whs-70-30

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter April 11, relative to an indenture covering traffic signal installation, Tualatin Valley Highway, Witch Hazel Road (Hillsboro) Section, Tualatin Valley Highway, Washington County, Contract No. 7699.

Herewith fully executed indenture dated April 25, 1972 covering encroachment on railroad property for the installation of traffic signal interconnector.

If this instrument is recorded, please advise recording data.

Yours truly,

A. W. Kilborn

cc: Mr. John F. Crockett
Chief, Engineering Division
Washington County Courthouse
Hillsboro, Oregon 97123

Routing
RECEIVED
MAY 1 1972
CONSTRUCTION SECTION
Peace
Clerk
Lindsfield
Pers

5Q

4-4-72

Salem, Oregon
April 7, 1972

Agenda Items 5p and 5q
April 4 Commission meeting

Mr. C. T. Keasey
Construction Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 721

Attached are two copies each of two agreements with Southern Pacific Transportation Company as follows:

1) Supplemental agreement extending the expiration date to July 24, 1973, for construction of the overcrossing of their track near Derry on the Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County.

2) Indenture providing for installation of highway signal facilities and underground conduit at the intersection of Witch Hazel Road and the Tualatin Valley Highway east of Hillsboro.

Please have the Railroad Company date and sign both agreements. We have retained conformed copies until fully executed copies of each agreement are returned for the Commission's files.

Floyd Query, Secretary

fkn
Att.

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 17, 1972

IN REPLY PLEASE REFER TO
GMO 75646
0-0-Whs-70-30

Routing
Keasey, Bond, Walker, Johnsen, Pease, Glenn, Litchfield, Berg

RECEIVED
MAR 21 1972
CONSTRUCTION SECTION

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Your letter February 25 returning duplicate counterparts of proposed agreement covering electrical traffic signal facilities at Witch Hazel Road Crossing FD 761.8, Newton, State Contract No. 7699.

Attached are duplicate counterparts of revised agreement. Please review; and if satisfactory, have executed on behalf of the State. Signatures of the officials executing the instrument on behalf of the State should be acknowledged. Please return both copies to this office for our further attention.

Yours truly,

A W Kilborn

Attch.

cc: Mr. John F. Crockett
Chief, Engineering Division
Washington County Courthouse
Hillsboro, Oregon 97123

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

April 11, 1972

ATTENTION: Mr. E. A. Kendrew

Re: Indenture
Traffic Signal Installation
Tualatin Valley Highway @ Witch Hazel Road (Hillsboro) Section
Tualatin Valley Highway
Washington County
Contract No. 7699
Your File: GMO 75646
0-0-Whs-70-30

Gentlemen:

Herewith you will find duplicate counterparts of the indenture for the above captioned grade crossing near Hillsboro, which was submitted to us with your letter dated March 17, 1972.

This document was executed by the Highway Commission at their meeting of April 4, 1972 and is now being returned to you for final execution by your principals.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Co.
One Market Street
San Francisco, California 94105
Attn: Mr. T. H. Kruttschnitt, Jr.

Mr. J. F. Crockett
Chief, Engineering Division
Washington County Court House
Hillsboro, Oregon 97123

Floyd Query
F. B. Klaboe
L. H. Young
L. E. George
J. L. Sollis
L. W. Rulien
Howard Harris
R. H. Rumbolz

NOTED
FLOYD QUERY

RECEIVED
MAR 29 1972
FOR FILING
1677

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement with Southern Pacific**

There will be on the agenda for your meeting of April 4, an Indenture with the Southern Pacific Transportation Company providing for the installation of highway signal facilities and underground conduit at the intersection of Witch Hazel Road and the Tualatin Valley Highway east of Hillsboro in Washington County.

This Indenture grants the State the right to install signal facilities and underground conduit which are necessary to interconnect the existing crossing gates with the highway signals to be installed on the Tualatin Valley Highway. The State's contractor is to provide the usual insurance and to repair any damage to railroad facilities caused by these installations.

The State is to reimburse the railroad for any costs they incur as the result of this project, which are estimated to be $300.

The railroad is to maintain railroad facilities at their expense and the City will maintain the traffic signals in accordance with the tri-party agreement among the County, City, and State, dated September 8, 1971.

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
T. W. Litchfield
V. E. Skoog

TWL:dl cg

RECEIVED
MAR 21 1972
FOR FILING

7699

March 15, 1972

Olson Electric Co., Inc.
200 E. 5th Street
Vancouver, Washington 98660

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7699 for traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road in Hillsboro, Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Walt Hart
Frank Morgan
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris

RECEIVED
ON FILE INC

34-1626
7691

F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris
William Geibel (SAIF)

February 28, 1972

Olson Electric Co., Inc.
200 East 5th Street
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission on February 8, 1972, accepted your proposal for traffic signal installation on the Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Section in Washington County and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Hillsboro and Washington County approve the project and the sum of $13,524 is deposited.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7699.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 10, 1972.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

files C

RECEIVED
FOR FILING

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

February 23, 1972

2-25-72
REFERRED TO
Traffic
BY SECRETARY

BOARD OF COMMISSIONERS
JOHN C. ANICKER, Chairman
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS
BURTON C. WILSON, JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

34-1626
7699

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query
Secretary

Re: Witch Hazel Traffic Signal Project #7699

Dear Mr. Query:

I am enclosing herewith a check from Washington County in the amount of $6,762.00, which represents the County's share of the reference project.

The authority for this action was an Agreement between the City of Hillsboro, Washington County and the State of Oregon dated May 25, 1971. Authorization to enter into this Agreement was by Minute Order No. 71-253 of the Washington County Board of County Commissioners.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

Enc.

NOTED
FLOYD QUERY

cc: R. L. Schroeder, Ass't State Highway Engineer
J. W. Barney, City Manager

Wash. Co. check 5346 for $6762.00 to acctg dept 2-25-72

RECEIVED
FEB 23 1972
FOR FILING

24-1626
7622

February 22, 1972

Mr. J. W. Barney
City Manager
City of Hillsboro
Hillsboro, Oregon 97123

Dear Mr. Barney:

You recently contacted our Traffic Section concerning the possibility of the State accepting responsibility for the traffic signal installation on which bids were recently opened at the intersection of the Tualatin Valley Highway and Witch Hazel Road.

The agreements for this installation were executed prior to the date at which the agreement was negotiated with the League of Oregon Cities. One of the stipulations in the policy negotiated with the League was that the agreement was not to be retroactive. It would, therefore, be necessary that the City retain the maintenance on this traffic signal at such time as it is installed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

LEG:lp jf

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rullen

RECEIVED
FOR FILING
2-1-1972
7699

February 17, 1972

Mr. E. S. Mills, City Recorder
City of Hillsboro
City Hall
Hillsboro, Oregon 97123

Mr. John Crockett, Chief
Engineering Division
Washington County Courthouse
Hillsboro, Oregon 97123

Gentlemen:

On February 3, 1972, bids were opened for the proposed installation of the traffic signals and railroad intertie at the intersection of the Tualatin Valley Highway and Witch Hazel Road. Tabulated below are the data concerning the bid:

Low Bid	$23,122.00
Flagging	200.00
Railroad Intertie	300.00
Subtotal	$23,622.00
Engineering & Contingencies (14-1/2%)	3,426.00
Total Estimated Cost	$27,048.00
State's Share (50%)	$13,524.00
City's Share (25%)	6,762.00
County's Share (25%)	6,762.00

If you will submit the City's (County's) check for $6,762.00, we will proceed with the award of the contract upon receipt of the County's (City's) share. It is necessary that the contract be awarded within 30 days of the opening of bids. Your cooperation in this matter is appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

WRZ:pb jf

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rulien

RECEIVED
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7677

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6207310

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

November 15, 1971

NOTED F. B. KLABOE

Re: Revised Sketch Map
Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Section
Washington County
Your File: GMO 75646
0-0-Whs-70-30

ATTENTION: Mr. E. A. Kendrew

Gentlemen:

Thank you for your letter dated November 9, 1971, with which you enclosed a copy of your proposed installation at the above captioned grade crossing.

You will find attached two copies of our sketch map which has been revised from the one submitted to you with my letter dated November 5, 1971. You will note that we propose to install, beneath your tracks, a 2 1/2-inch galvanized steel conduit which will carry two #14 and two #10 wires. The #10 wires will also be carried across Witch Hazel Road to your cabinet in the southwest quadrant.

Please prepare the appropriate construction agreement and easement to accommodate the installation of the facilities shown on the sketch map on your property.

Additional information will be submitted to you as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco w/attachments

F. B. Klaboe w/attachment
F. B. Crandall "
L. W. Rulien "
R. H. Rumbolz "

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

← To Forest Grove

TUALATIN VALLEY

HIGHV

Span Wire

Part time rest
"NO RIG

Existing strain pole
(To be removed)

Install 28 ft. steel strain pole

1 1/2" galv. steel conduit

S

6'

5'

23'

3-loop vehicle detectors in saw cut & epoxy.

Southern Pacific

Transportation

2 1/2" Galv. steel C

12" Red signal

P.T.R. Sign "STOP HERE ON RED TRAIN SIGNAL"

15' Mast Arm

1" galv. steel conduit
14 & 2 No. 10 THW

Railroad Cabinet
Approx. Location

R.R.

WITCH HAZEL RD.

2'

Signal mast arm pole

1" galv. steel conduit with 2

rove

ALLEY

HIGHWAY

N

Span Wire

Part time restriction sign
"NO RIGHT TURN"

pole

Install 28 ft. steel strain pole

1 1/2" galv. steel conduit

Signal controller

6'

5'

23'

3-loop vehicle detectors in saw Cut & epoxy.

26'

Transportation

Co.

2 1/2" Galv. steel Conduit

d signal

Rd.

P.T.R. Sign "STOP HERE ON RED TRAIN SIGNAL"

15' Mast Arm

1" galv. steel conduit with 2 No. 14 & 2 No. 10 THWN wire.

2'

WITCH HAZEL

Signal mast arm pole

1" galv. steel conduit with 2 No. 10 THWN wire.

CITY OF HILLSBORO

205 S. SECOND AVENUE — 648-3522
HILLSBORO, OREGON 97123

HAROLD RUECH
Mayor
J. W. BARNEY
City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY
City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
R. R. (BOB) HERB, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON Ward 2
ARNIE DICKASON, Ward 3
A. T. ANTONELLI, Ward 3

31-1626
7677

12 November, 1971

Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary, Oregon State Highway Comm.

Gentlemen:

Enclosed herewith three certified copies of Resolution No. 694-9-71 passed by the Council on the 21st day of September , 1971 authorizing the contract between the City of Hillsboro and the Oregon State Highway Commission relative to the installation of traffic and railroad grade crossing signals at the intersection of the Tualatin Valley Highway and Witch Hazel Road in Hillsboro.

Very truly yours,

CITY OF HILLSBORO

BY _____
J.W. BARNEY
City Manager

Enc. 3
JWB:LV

Fran
Is this one to be filed for?
76

Yes.
Read also filed with agreement -
Fran

NOTED
FLOYD QUERY

RESOLUTION NO. 6949-71

A RESOLUTION AUTHORIZING THE SIGNATURES OF THE MAYOR AND CITY RECORDER UPON THAT CERTAIN AGREEMENT BETWEEN WASHINGTON COUNTY, THE OREGON STATE HIGHWAY COMMISSION AND THE CITY OF HILLSBORO FOR INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF TUALATIN VALLEY HIGHWAY AND WITCH HAZEL ROAD.

WHEREAS, the City Council of the City of Hillsboro has previously authorized participation in the construction and installation of traffic and railroad grade crossing signals at the intersection of Tualatin Valley Highway and Witch Hazel Road in the City of Hillsboro, and,

WHEREAS, a formal agreement has been presented by the State of Oregon by and through the State Highway Commission to the City of Hillsboro and Washington County for consideration, and,

WHEREAS, on August 11, 1971, said City Council by a duly moved, seconded and passed motion, while in Special Session of the City Council, did authorize execution of the contract.

NOW, THEREFORE, BE IT RESOLVED, that -

1. The signatures of the Mayor and City Recorder upon that certain agreement made and entered into by and between the State of Oregon by and through its State Highway Commission, Washington County, a political subdivision of the State of Oregon and the City of Hillsboro, a Municipal Corporation of the State of Oregon, for the installation of traffic and railroad grade crossing signals at the intersection of Tualatin Valley Highway and Witch Hazel Road in the City of Hillsboro be and the same hereby are approved.

2. That three certified copies of this Resolution be forwarded to the State Highway Division upon approval by the Council and the signature of the Mayor.

Introduced and passed this 21st day of September, 1971.

Harold Rucker
Mayor

ATTEST: E. Mills
Recorder

RECEIVED
NOV 9 - 1971

24-1636
7699

November 9, 1971

City of Hillsboro
City Hall
Hillsboro, Oregon 97123

Attention: E. S. Mills
City Recorder

Gentlemen:

On September 13, 1971, we sent you an agreement covering installation of traffic and railroad grade crossing signals at the intersection of the Tualatin Valley Highway and Witch Hazel Road in Hillsboro.

On page 3 under General Provisions, paragraph 4, it states that the City shall pass an ordinance or resolution authorizing the respective officials to enter into this agreement.

In checking our records, we find that a copy of this resolution or ordinance has not been ~~sent to us~~ received. Would you please send us a copy of this document so the agreement will be complete.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc F. B. Crandall

RECEIVED
NOV 1 . 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97029

November 5, 1971

Re: Sketch Map
Tualatin Valley Highway at
Witch Hazel Road (Hillsboro) Section
Washington County

ATTENTION: Mr. E. A. Kendrew

NOTED
F. B. KLABOE

Gentlemen:

On January 27, 1972, the State plans to open bids for the signalization of the intersection of Witch Hazel Road and the Tualatin Valley highway. You will find attached, two copies of a sketch map showing our proposed work.

I understand you have an agreement with Washington County providing for the installation of crossing gates at your grade crossing which is adjacent to this intersection. We intend to interconnect our signals with your signals so that the approach of a train will pre-empt our signal phase.

Please arrange to have contacts made available in your control cabinet. We will also need a construction agreement or permit of entry providing for the installation of a 2-inch steel conduit beneath your tracks.

Your cooperation in helping us meet our construction schedule will be sincerely appreciated. We should also like to know your construction schedule so we can advise our contractor.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco

F. B. Klaboe
F. B. Crandall
L. W. Rulien
R. H. Rumbolz

RECEIVED
NOV 1971
OFFICE OF
STATE HIGHWAY ENGINEER

To Forest Grove

TUALATIN VALLEY

Span wire

Span wire

Part Time
"NO

Existing Strain Pole

28 ft. Steel Strain pole

28 ft. S

1 1/2" Galv. steel conduit

3-Loop Vehicle Detectors in Saw Cut & Epoxy.

23'

5'

To R.R Con
3/4" galv.
w/ 2 No.

S.P.

TRANSP.

2" Galv. steel con

12" Red Signal

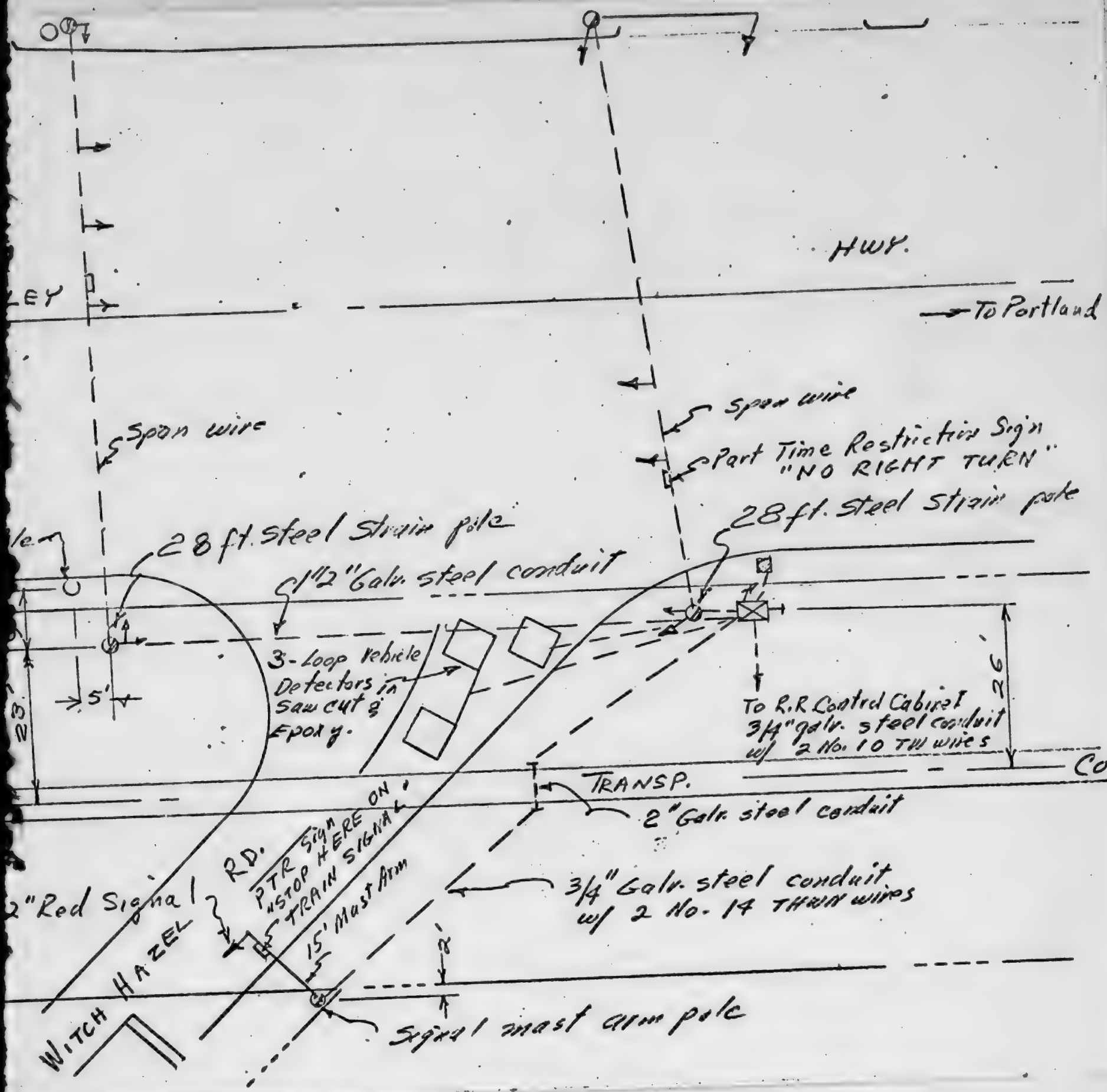
PTR Sign "STOP HERE ON TRAIN SIGNAL"

15' Mast Arm

3/4" Galv. steel condu
w/ 2 No. 14 THWN

WITCH HAZEL RD.

Signal mast arm pole


HWY.
To Portland
Span wire
Span wire
Part Time Restriction Sign
"NO RIGHT TURN"
28 ft. Steel Strain pole
28 ft. Steel Strain pole
1 1/2" Galv. steel conduit
3-Loop Vehicle Detectors in Saw Cut & Epoxy.
5'
To R.R Control Cabinet
3/4" Galv. steel conduit
w/ 2 No. 10 THW wires
TRANSP.
Co.
2" Galv. steel conduit
3/4" Galv. steel conduit
w/ 2 No. 14 THWN wires
2" Red Signal
RD.
PTR Sign
"STOP HERE ON
TRAIN SIGNAL"
15' Mast Arm
HAZEL
WITCH
Signal mast arm pole

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 12, 1971

Mr. Robert F. Davis
5605 S.E. Lafayette Street
Portland, Oregon 97206

Dear Mr. Davis:

This will acknowledge your letter of October 9 concerning traffic conditions at the intersection of the Tualatin Valley Highway and Witchhazel Road in Hillsboro.

In regard to pedestrian crossings, the State Highway Division, the City of Hillsboro and Washington County are cooperating in the installation of traffic signals at this intersection. This installation will be started soon after the first of the year.

In regard to the speed of traffic on the Tualatin Valley Highway at this point, an investigation will be conducted and a report submitted to the State Speed Control Board, which has jurisdiction over the establishment of designated speeds in urban areas. You will be informed of the Board's action.

Very truly yours,

F. B. Klaboe
Asst. State Highway Engineer

By

L. E. George
Operations Engineer

RECEIVED
OCT 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

VPJ:pb

bc: F. B. Klaboe
L. W. Rulien - Please make speed zone investigation.

Portland, Oregon
October 9, 1971

Mr. F. B. Crandall
State Traffic Engineer
State Highway Bldg.
Salem, Oregon

Dear Sir:

This letter is being written in regard to the obvious safety hazard to pedestrians crossing Tualatin Valley Highway in a clearly marked crosswalk approximately sixty feet long aligned North to South adjacent to the junction with Witchhazel Road.

Traffic moving west from Portland through this area has a clear view of an overhead flashing yellow light which is the warning signal for the crosswalk below. A similar flashing yellow light is positioned overhead for traffic moving East from Hillsboro to Portland. Additionally, a diamond shaped school sign is located about four hundred feet from the crosswalk on the south side of the roadway.

There are no changing red to green signals, no push button controls at either extremity of the crosswalk and no raised concrete island at the center point for pedestrian safety.

NOTED
L.E. GEORGE

Contd

Mr. F B Crandall
State Hiway Bldg
Salem, Oregon

The only area safe to stop at in the crosswalk is near the center where orange lines converge to form a median area. The crosswalk becomes five lanes wide presenting an immediate hazard to the left of anyone forced to stop near the center of the walk. This can be multiplied many times when school children and elderly people with sight, hearing and physical problems are moving through the walk.

My knowledge of this situation developed as a result of serving on a jury in a pedestrian and auto accident at this crosswalk January 4, 1971. The case was presented in Circuit Court for Multnomah County Judge Dooley, presiding, this past week. We of the jury were taken from the Court House in Portland to the crosswalk in question and observed first hand the entire area.

The lady injured was 66 years of age and was moving north to south in the crosswalk when she was struck by an auto moving east to Portland in the right hand lane.

cbat'o

Mr. F. B. Crandall
State Hiway Bldg
Salem, Oregon

I am respectfully calling this matter to your attention with a view to have your department analyze the safety hazard to foot traffic in the walk and perhaps some corrective measures can be taken to improve the situation.

The basic rule of 55 miles per hour is applicable which leaves little or no margin for quick stops when a person is in the walk.

In closing, wish to say that the State Highway Dept is doing an excellent job throughout the state and we can be justifiably proud of our road system.

Sincerely,

Robert F. Davis
5605 S.E. Lafayette St
Portland, Oregon - 97206

OCT 1 197
TRAFFIC

RECEIVED
SEP 20 1971
FOR WASHINGTON COUNTY
OREGON

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

5W
9-8-71

September 15, 1971

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS
71-11-26
7699

MISC. CONTRACTS and
AGREEMENTS No. 4315

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

In answer to your letter of transmittal covering the three party agreement between City of Hillsboro, Washington County and the State of Oregon for the installation of traffic signals at Witch Hazel Road and Highway 8, I am enclosing a copy of Minute Order No. 71-253 dated May 25, 1971, which was the authorization for the Chairman of the Board of County Commissioners to execute the agreement.

In the case of a Minute Order such as this, the Board of County Commissioners at their regular meeting take action approving the recommendation of staff, which in this particular case authorizes the execution of the agreement.

If you have any further questions with respect to this, please feel free to contact this office.

Yours very truly,

John F. Crockett
Chief, Engineering Division

RECEIVED
SEP 1
STATE HIGHWAY COMMISSION

Jrau 9-22
copy to Traffic sec.
fn

NOTED
FLOYD QUERY

RECEIVED

5 W

34.11.6
7697

9-8-71

September 13, 1971

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: John F. Crockett
Chief, Engineering Division

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Washington County, City of Hillsboro and the Oregon State Highway Commission for the installation of traffic and railroad grade crossing signals at the intersection of the Tualatin Valley Highway and Witch Hazel Road in Hillsboro.

On Page 3 under General Provisions of the agreement, paragraph 4, it states that the County shall pass an ordinance or resolution authorizing the respective officials to enter into this agreement. It appears that we have not received such document. Would you please send us a copy for our records.

We are sending a fully executed copy of this agreement to the City of Hillsboro and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agree. att.)

RECEIVED

September 13, 1971

City of Hillsboro
City Hall
Hillsboro, Oregon 97123

Attention: E. S. Mills
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Washington County, City of Hillsboro and the Oregon State Highway Commission for the installation of traffic and railroad grade crossing signals at the intersection of the Tualatin Valley Highway and Witch Hazel Road in Hillsboro.

On Page 3 under General Provisions, paragraph 4, it states that the City shall pass an ordinance or resolution authorizing the respective officials to enter into this agreement. It appears that we have not received such document. Would you please send us a copy for our records.

We are sending a fully executed copy of this agreement to Washington County and one is being retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall

RECEIVED
FOR FILING
34-16.26
7699

August 24, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with Washington County for the installation of traffic and railroad grade crossing signals at the intersection of the Tualatin Valley Highway and Hitch Hazel Road in Hillsboro.

By the terms of the agreement, the cost of the traffic signal portion of the project, which is $28,000, shall be shared on the basis of the State paying 50 percent of the cost and the County and City each paying 25 percent of the cost. The City will pay for future maintenance and power consumption. The State's share of the cost of the traffic signals will be charged to Minor Betterment Funds. The County and City will pay all costs of the railroad grade crossing signals.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
L. H. Young
H. S. Cox
L. W. Rulien

VPJ:pb fn

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

August 16, 1971

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

Si Cox
City County Engineer
Oregon State Highway Division
Salem, Oregon 97331

Re: Witch Hazel Road - Tualatin Valley Highway Intersection

Dear Si:

As you may be aware, the City of Hillsboro, Washington County, the State of Oregon through their Highway Division and the Southern Pacific Transportation Company have been under negotiation and in the process of executing agreements that would bring about signalization of this intersection together with the installation of protective gates at the railroad crossing and intertie the two sets of signals together. At this point, the Board of County Commissioners of Washington County has executed all the necessary agreements. The City of Hillsboro has now executed the necessary agreements for this installation. I am herewith forwarding to you three copies of the three party agreement to be executed by the State of Oregon through its Highway Division, the City of Hillsboro and Washington County for the traffic signal installation to control the above mentioned intersection.

If you would see that these are presented to the commission for its execution at the earliest possible time following which the State could enter into their design phase and award the contract for the installation. If you would also return two copies to this office, I will forward one copy to the City of Hillsboro or it can be sent directly to the City if you prefer.

Thank you very much for your cooperation in this and other matters that we have been in need of. If you have any questions in respect to this please feel free to call this office.

Very truly yours,

John F. Crockett
Chief, Engineering Division

JFC:mh
Enclosure

RECEIVED
COUNTY & CITY SECTION
AUG 18 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

AUG 18 1971
TRAFFIC ENGINEER

8-18-71
Referred to Traffic Section for processing. I.M.H.

EXPEDITED
OCT 28 1970
FOR FILING

7697

October 28, 1970

Mr. John F. Crockett, Chief
Engineering Division
Washington County
County Courthouse
Hillsboro, Oregon 97123

Dear Mr. Crockett:

In response to your letter of October 16, there are enclosed three copies of a three-party agreement covering the installation of traffic and railroad grade crossing signals at the intersection of the Tualatin Valley Highway and Witch Hazel Road in Hillsboro.

This agreement provides for a three-way division of the installation costs for the traffic signal, places maintenance responsibility for the traffic signal with the City of Hillsboro and requires that the City and County arrange for the installation of automatic gates at the railroad crossing.

Will you please arrange for the signature of these agreements by the Board of County Commissioners and then forward them to the City of Hillsboro for City execution. After the City has signed the agreements, they should be returned to this office for execution by the State Highway Commission, after which both the County and City will receive copies. Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: J. W. Barney, City Manager, Hillsboro
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall H. S. Cox
L. W. Rulien w/att.

VPJ:njc:mk srb

18

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

October 16, 1970

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

RECEIVED
COUNTY & CITY SECTION
OCT 19 1970
☑ ENGR. ☑ C&DR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE
10/19/70

Mr. H. S. Cox
City-County Engineer
Oregon State Highway Division
Department of Transportation
Salem, Oregon

Dear Si:

As you are aware, Washington County, City of Hillsboro, Witch Hazel School and the Southern Pacific Transportation Co. have been discussing the possibilities of signalizing the intersection of Tualatin Valley Highway and Witch Hazel Road at their intersection.

As a result of meetings that have been held by the above mentioned agencies, it was determined that a mutual interest existed here and that further consideration should be given to said signalization. As a result of these meetings and as shown in the attached copies of correspondence, it was agreed that Washington County and the City of Hillsboro would share one-half the cost of the traffic signal with the State of Oregon sharing the other half to signalize the intersection referred to. In addition to that, it was agreed that Washington County, City of Hillsboro and the Southern Pacific Transportation Co. would share the cost of the protective gates installation for the railroad tracks on a similar basis.

With respect to this project, please have your traffic people draw up the necessary agreements between the State of Oregon, Washington County and the City of Hillsboro, to proceed with the traffic signal proposal.

If you have any questions with respect to this, please feel free to contact this office. Thank you very much.

Yours very truly,

John F. Crockett
Chief, Engineering Division

NOTED
L.E. GEORGE

JFC:bh

Encs.

RECEIVED
COUNTY & CITY SECTION
OCT 19 1970
☐ ENGR. ☑ C&DR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

F.B. Crandall
Please review & draft the necessary agreements. Thanks-
Don H.

RECEIVED
OCT 19 1970
TRAFFIC ENGINEERING

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

August 3, 1970

RECEIVED
AUG X 5 1970
Public Works
Washington County

Mr. John Crockett
Chief Engineer
Washington County
Weil Arcade
Hillsboro, OR 97123

RE: Proposed Signalization
Intersection Tualatin
Valley Highway and
Witch Hazel Road
Hillsboro

Dear Mr. Crockett:

In response to your telephone call of July 29 concerning the subject signalization location and the estimated cost, I am able at this time to give you a tentative estmate of $27,000 for a three phase, fully actuated traffic signal. This does not include any costs that may be undertaken to signalize the railroad crossing which lies just to the south of the Tualatin Valley Highway on Witch Hazel Road.

Very truly yours,

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Assistant Regional Engineer

RWF:dms

WASHINGTON COUNTY

Inter-Department Correspondence

Date July 29, 1970

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : Witch Hazel, Tualatin Valley Highway Traffic Control - Supplemental Report

At your regular meeting of Tuesday, July 28, 1970 your Board received and approved a report from this department concerning traffic control devices at the subject intersection. The recommendation adopted by your Board essentially was to tentatively agree to participate to the extent of one-quarter of the cost of traffic signals and railroad gates conditioned upon the City of Hillsboro contributing one-quarter plus bearing power and maintenance of the signals, the Southern Pacific Railroad and the State Highway Division each bearing 50% of the cost of their facilities and a firm estimate of the cost in writing from the State Highway Division and Southern Pacific Railroad. We have, this date, contacted both the State Highway and the Southern Pacific Railroad requesting that they submit, in writing, their current estimate of costs as well as their tentative commitment to share 50% of the costs.

Your Board also requested that this department submit additional information relative to the priority and rating system for both railroad gates and traffic signals.

The Five Year Special Levy Road Program allocates $20,000 per year to Element #8, Traffic Control Devices. The current year of this program allocated $44,300 to this element for traffic control improvements on Murray and Tualatin Valley (gates & signal), on Murray and Walker (signal), on Murray and Jenkins (signal), on Garden Home & Oleson (signal) and on 209th and Tualatin Valley (gates). In addition and subsequent to the approval of the current year's program your Board also approved transferring county owned equipment to the intersection of Cornell and Murray (the next highest rating on the priority list) and contributions to flashing lights on 99W at Beef Bend Road and Bull Mountain Road.

RAILROAD GATES

Attached you will find a list of the 87 railroad crossings on county roads rated in order of index of hazard. Also please find an explanation of the index of hazard method of rating and the work sheet for the railroad grade crossing on the subject intersection. It should be pointed out that this work concerns only the railroad crossing and not signalization of the Tualatin Valley Highway. You will note that the subject crossing has a priority rating of #23.

There are presently two railroad companies operating in Washington County, the Southern Pacific (SP) and the railroad formerly known as Spokane, Portland, Seattle Railway (SP&S). Attitudes and policies relative to the installation of railroad crossing gates differ between these two companies. The policy of S.P. is to share the installation cost with the effected public agency on a 50-50 basis and to pay all maintenance and operation of the gates. The policy of S. P. & S., according to past proposals is to share the

installation cost with the public agency paying 60% of the cost and in addition, the public agency to pay all maintenance costs which are estimated at $1,000 per year per crossing. It is because of these differing policies that we have in the past recommended to your Board that we use our limited funds to participate with the S.P. Co. and pass up S. P. & S. crossings until the more important crossings have been signalised. The following table sets forth the current status of the first 22 crossings:

PRIORITY RATING	CURRENT STATUS
1.	Installed.
2.	Involves 2 tracks, S.P. & S.P.&S. separated by approx. 130 ft. It is felt 1 set of gates should suffice. S.P. is cooperative; S.P.& S. requires 2 sets of gates. Answer appears to lie with PUC.
3.	S.P. & S. delayed for reasons given above.
4.	S.P. & S. delayed.
5.	Highway Division prefers signals on T.V. Hwy. We recommend acceleration lane. Answer appears to lie with PUC.
6.	S. P. & S. delayed.
7.	Now has automatic protection lights. Planned to be upgraded in the improvement of S. W. 72nd.
8.	Agreements have been transmitted to your Board.
9.	S. P. & S. delayed.
10.	S.P. no action started.
11.	S.P. no action started.
12.	S.P. & S. delayed.
13.	S.P. no action started.
14.	Will be combined with #2 above.
15.	Will be combined with #11 above.
16.	S. P. & S. delayed.
17.	S. P. & S. delayed.
18.	S.P. no action started.
19.	S.P. no action started.
20.	S. P. & S. delayed.

PRIORITY RATING	CURRENT STATUS
21.	S.P. no action started.
22.	S.P. no action started.

It is seen that of the 22 railroad crossings with higher hazard indexes than the subject crossing there are 11 that could be installed prior to the installation of the subject crossing. The county's cost on these crossings range between $8,000 and $11,000 each. For the 11 crossings the county's share would be slightly over $100,000.

TRAFFIC SIGNALS

Two lists of traffic signal needs were compiled, one for the intersection of county roads with county roads and the other for the intersection of county roads with state highways. Warrants were run on the county road - county road intersections and the first ten were listed in the current years program. The subject intersection was not among this top ten. Of the top ten the first four have been approved with installation arrangements underway. A rating of the county road - state highway intersections by total traffic volumes through the intersection only (complete warrants not run) indicates that the subject intersection is #8 on the list of 25 intersections shown. You will find attached a copy of the two lists of intersections considered(not in order of priority) and the priority rating of the first ten county road intersections together with a description of the warrant method of rating.

It is seen from the foregoing that the subject intersection does not rank among the highest priorities either for railroad gates or for traffic signals. Therefore, as pointed out in our previous memo the decision of whether or not to take the subject intersection out of priority rests with your Board and is a matter of policy. Currently the spot light is on this particular intersection, however, a recommendation based solely on warrants and priorities would have to give consideration to intersections with higher ratings. The recommendation previously made to your Board considered these ratings but also considered the public feeling as well as the fact that there is a current opportunity to receive three-fourths participation by other agencies. I trust that this along with the written proposal from the Highway Division and the Southern Pacific Railroad (forthcoming in the near future) will provide your Board with sufficient information on which to base your policy decision.

Respectfully submitted,

Ken Meng
Director of Public Works

KM:jt
Attachments
cc: County Administrative Officer
Chief, Engineering Division
Manager, City of Hillsboro

CITY OF HILLSBORO

205 S. SECOND AVENUE—648-3522
HILLSBORO, OREGON 97123

HAROLD RUECK
Mayor
J. W. BARNEY
City Manager
E. S. MILLS, Rec.-Treas.
C. F. BRADLEY
City Attorney

COUNCILMEN
DR. R. V. LANCE, Ward 1
ARTHUR L. REILING, Ward 1
MILLER DURIS, Ward 2
COL. LORIN K. JOHNSON, Ward 2
HOWARD FRASER, Ward 3
ARNIE DICKASON, Ward 3

23 July, 1970

County of Washington
Court House
Hillsboro, Oregon 97123

Attention: Mr. John Crockett

Subject: Signalization T.V. Highway at Witch Hazel

Dear Mr. Crockett:

Regarding the signalization of the Witch Hazel-T.V. Highway intersection, I am enclosing herewith a copy of a letter that I received from the Oregon State Highway Department, Mr. L.W. Rulien, Division Engineer, setting forth the willingness of the State to participate in this project and the basis for such participation.

I am also enclosing herewith a letter of recommendation which I wrote to the Mayor and Council of the City of Hillsboro regarding the same matter, both of which I believe are self-explanatory.

This is to advise that on July 21 at the regular Council meeting the Council instructed me to advise Washington County that the City of Hillsboro would be willing to participate in the project as indicated in the letter of recommendation to the City Council, providing the County would match the City participation in the project.

Because of the accident history at this intersection we feel that it should be given a high priority by all parties concerned, and we would urge that you recommend to the Board of County Commissioners that they do so give high priority to this project.

Very truly yours,

CITY OF HILLSBORO

By _____
J.W. BARNEY
City Manager

Enc.
JWB:LV

RECEIVED
JUL 3 - 1970
FOR FILING
34-1626
3699

July 2, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to Mr. and Mrs. Ralph Roediger of Beaverton, who wrote concerning the need for traffic signals at the intersection of Highway 8 and Witch Hazel.

The Roedigers are the parents of the child that was injured in this accident within the last month. We have had several letters from neighbors concerning this particular incident.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc John M. Fulton

Tom Edwards
Victor D. Wolfe
F. B. Crandall
J. J. Gix
L. W. Rulien

JJG:nk fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
July 2, 1970

Mr. and Mrs. Ralph Roediger
3845 S. W. 247th Avenue
Hillsboro, Oregon 97123

Dear Mr. and Mrs. Roediger:

Thank you for writing to me about the need for traffic signals at the intersection of Highway 8 and Witch Hazel.

The Highway Division is investigating the suitability of a signal installation at this location. The Division has attempted, wherever possible, to initiate cooperative agreements with local jurisdictions to install signals where they are required. Unfortunately, neither the Division nor the local jurisdictions have sufficient funds to install traffic aids at each requested location. The situation at this site will be reviewed with all factors considered.

I can appreciate your great personal concern, and I hope that your son will recover from his injuries in the shortest of time.

JJG:nk fn

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

June 26, 1970

SUBJECT: Traffic Situation
Hwy. 8 and Witch Hazel

To:
Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

Attached is a suggested draft for a reply to Mr. and Mrs. Ralph Roediger, parents of a child injured recently at the subject location.

This is the third letter we have recently concerning this location, the former letters apparently being from neighbors of the Roedigers.

J. J. Gix
Sign Engineer

JJG:nk

attachments

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

June 26, 1970

To: L. W. Rulien
Division A Engineer
MILWAUKIE

SUBJECT: Signalization
Witch Hazel Road
Tualatin Valley Highway
Hwy. #29 - M.P. 9.67

On the above, the following:

1. On proposed plan of signalization, signalize Witch Hazel intersection with interconnect to RRX signals. [Do not include the Brookwood Avenue intersection.]

2. Pursue cooperative agreement:

   a. 50-50 State/City intersectional signals.

   b. City to maintain and pay power consumption costs.

   c. All costs incident to RRX signals and interconnect paid by "others".

NOTED
TOM EDWARDS

F. B. Crandall
Traffic Engineer

FBC:njc

cc: Tom Edwards - Att.

RECEIVED
JUN 30 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

June 23, 1970

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. & Mrs. Ralph Roedigr
3485 S.W. 247th
Hillsboro, Oregon 97123

Dear Mr. & Mrs. Roedigr:

It is distressing to us to hear of accidents such as the recent one experienced by your son at the intersection of the Tualatin Valley Highway and Witch Hazel Road.

On the highway system, there are literally hundreds of such intersections, all of which have a potential for an accident. We have made a rather thorough investigation of this particular location and find that signalization is not a simple matter here, but rather complex and expensive due to the off-set nature of the intersection: that is, the distance between Witch Hazel and Brookwood; traffic movements are complicated. Also the close proximity of the railroad tracks requires some type of intertie between the highway signals and signals at the railroad crossing. We are, nevertheless, pursuing the matter and will shortly be in further contact with the City of Hillsboro, Washington County and the Southern Pacific Railroad.

I would suggest that we reserve any further meeting or hearing on this matter until we can pursue it to at least a preliminary conclusion with these other jurisdictions.

Yours truly,

L. W. Rulien
Division Engineer

LWR:fb
bcc E. S. Hunter
F. B. Crandall
B. P. Huntley
R. W. Failmezger

NOTED
TOM EDWARDS

MAINTENANCE ENGINEER
RECEIVED
JUN 4 1970
ES ADS AA FILE TA

June 19, 1970

#29
MP 9.67

Mr. J. J. Six
Traffic Engineer, Oregon Highway Department
P. O. 30
Salem, Oregon 97310

Dear Mr. Six,

Our son, Michael, was injured in a vehicle-bicycle accident May 29 at the juncture of Witch Hazel Road and highway 8 while crossing from north to south in the safety lane on his bicycle. He was hit when he had nearly cleared the inside lane on the south side of the highway. A car going east in the outside lane had stopped for him. We cannot lay the blame entirely on the lady who was unfortunate to hit him, since our understanding of the traffic situation leads us to believe she did not see him, her attention focused on traffic flow from the west. The accident occured about 4:00 p. m. We believe it was caused mainly by traffic conditions which are present most days and possibly aggravated by increase in traffic before a holiday weekend. Driver of the car was coming from Brookwood Avenue onto highway 8. There is no traffic control system serving this offset intersection.

We would like to request a hearing with state, county and city of Hillsboro officials for the purpose of requesting a complete traffic control system installation at the intersection, to include a push-button pedestrian crossing device.

Thank you for your attention to this matter. We will be anxiously awaiting your reply.

Sincerely,
Ralph and Sally Rodger

Copies to: Mr. R. E. Rulison; Governor Tom McCall

RECEIVED
JUN 15 1970
FOR FILING

34-1626
7699

June 12, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to Ms. Jan Bertsch of Beaverton, who wrote concerning the need for traffic signals at the intersection of Highway 8 and Witch Hazel.

Very truly yours,

Forrest Cooper
State Highway Engineer

Att.

cc: John M. Fulton

R. L. Porter
Tom Edwards
Victor D. Wolfe (Referral No. 10442)
E. S. Hunter/enc.
F. B. Crandall/enc.
J. J. Gix/enc.
L. W. Rulien/enc.

ja sr

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
June 12, 1970

Ms. Jan Bertsch
23785 S. W. Johnson
Beaverton, Oregon 97123

Dear Ms. Bertsch:

Thank you for writing to me about the need for traffic signals at the intersection of Highway 8 and Witch Hazel.

The Highway Division is investigating the suitability of a signal installation at this location. The Division has attempted, wherever possible, to initiate cooperative agreements with local jurisdictions to install signals where they are required. Unfortunately, neither the Division nor the local jurisdictions have sufficient funds to install traffic aids at each requested location.

The situation at this site will be reviewed with all factors being considered.

I appreciate your calling this matter to my attention.

TE:ja sr

BERTOCH TO HWY 6/8

June 6,1970

10442

Attention: Gov. Tom McCall
Dear Sir:

I am writing to you in regard to a traffic control light on Highway 8 at the Witch Hazel intersection. Last week I witnessed a horrible accident at this intersection. A healthy teenage boy was struck on his bicycle by an automobile. This is only one of many useless accidents caused by lack of a control light on this busy highway. PLEASE do something to protect life.

Thank you

Jan Berloch

2 3785 sw Johnson
Beaverton

Copy Dorta

June 11, 1970

Ms. Jan Bertsch
23785 S. W. Johnson
Beaverton, Oregon 97123

Dear Ms. Bertsch:

Your letter to Mr. Gix concerning the intersection of Highway 8 and Witch Hazel has come to my desk, together with a copy which you forwarded to the Governor's office.

I am sure the Governor will respond to your letter very shortly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
F. B. Crandall
J. J. Gix

S U G G E S T E D
D R A F T

Salem, Oregon 97310
June 9, 1970

Mr. Jan Bertsch
23786 S. W. Johnson Street
Beaverton, Oregon 97005

Dear Mr. Bertsch:

Your letter regarding traffic control lights on Highway 8 at the Witch Hazel intersection has come to my attention. Upon investigation I find that our field engineers have already started a signal study for this intersection and other intersections in the immediate area on the easterly edge of Hillsboro.

Should the investigation prove that signals are warranted here, the State will offer to work in a cooperative agreement with the City of Hillsboro to bring about their eventual construction.

Please try to understand that signal installations, particularly of the type required at this intersection, are very costly and both the City and the State are limited by the tax monies which are allotted to them for the maintenance and development of the road system. Projects where an immediate improvement in highway safety can be achieved always receive a high priority.

Thank you for your interest and concern over this problem, and for taking the time to bring it to our attention.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

JJG:nk
bc: J. J. Gix

RECEIVED
JUN 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

5-29-70
4:06 PM

June 6,1970

Attention: James J. Gix

Dear Sir:

I am writing to you in regard to a traffic control light on Highway 8 at the Witch Hazel intersection. Last week I witnessed a horrible accident at this intersection. A healthy teenage boy was sbruck on his bicycle by an automobile. This is only one of many useless accidents caused by lack of a control light on this busy highway. PLEASE do something to protest life.

Thank you

EHS-T-5027(3) Columbia Blvd. at 18th & St. Helens Sts. in St. Helens 1972
#7700 (Sign., illum., traf. signals)

CIA 4334 10-13-71

1700

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

[redacted]GHWAY DEPARTMENT INVOICE

NO. 115135 EHS-T

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-1-74	CC 1427	8-1-74

CREDIT DISTRIBUTION

5-0601-299	$496.82
5-0603-299	1,160.06

CODE: STHELCH

City of St. Helens
City Hall
St. Helens, OR 97051
ATTN: Mr. L. W. Mickelson
City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5027(2) & EHS-T-5027(3) Columbia Blvd. @ 18th St. & St. Helens St. City of St. Helens			
Covered by agreement dated 10-12-71			
Advance Deposit		7,600.00	
Amount Previously transferred		6,600.00	1,000.00
City C osts Per Attached Sheet		8,256.88	
Less Amount Previous[illegible] Transferred		6,600.00	1,656.88
BALANCE DUE FROM CITY			$ 656.88

RECEIVED
COUNTY & CITY SECTION
AUG - 2 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF ST. HELENS
CITY HALL
ST. HELENS, OREGON 97051
Attention of Mr. L. W. Mickelson
City Recorder

Request No. (assigned by staff engineer or head of division) cc 1427

Date July 31, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5027(2) & EHS-T-5027(3)
Columbia Blvd. @ 18th St. & St. Helens St.
City of St. Helens

Covered by agreement dated 10/12/71

Itemized Statement: CLR-DT FILE #502703 Advance Deposit $7,600.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	7,600.00	
		Amount Previously transferred	6,600.00	
		Balance of Advance Deposit		1,000.00
		City Costs Per Attached Sheet	8,256.88	
		Less Amount Previously Transferred	6,600.00	
				1,656.88
		BALANCE DUE FROM CITY		$ 656.88

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 7,600.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 6,600.00

Give the number of the last previous request in connection with this same service. cc 1339

Credit distribution:
5-0601-299 $ 496.82
5-0603-299 1,160.06

Submitted by: GEZ
Gary E. Zehner, Urban Program Engineer
County & City Unit

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 31, 1974

CITY ST. HELENS **Contract No.** 7700 **Date Completed** 9/7/72

PROJECT #EHS-T-5027(2) T-5027(3) **Section** Columbia Blvd. @ 18th St. & St. Helens St.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 2,434.63
Payments to Contractor		32,999.96
SFO #1, Striping		611.43
SFO #2, Furnish & Install Signs		49.90
Construction Engineering		4,368.87
TOTAL PROJECT COST		$40,464,79
Federal Aid Funds Collected		25,018.73
BALANCE		$15,446.06
Items in which FHWA did not participate:		
Construction engineering in excess of 10%	$1,008.65	
SFO #1 Striping	37.43	
SFO #2 Furnish & Install signs	0.30	
Interest paid to Contractor	21.33	1,067.71
Amount to be shared by City & State		$14,378.35
City share per agreement dated 10/12/71:		
50% of $14,378.35		$7,189.17
100% of non-participating items		1,067.71
		$8,256.88
City's Advance Deposit - 3/10/72		$7,600.00
BALANCE DUE FROM CITY		$ 656.88

Reference: Billing Form cc 1427

F.A. No.	Cont #	Prefix	Description	F.A. Funds	Date
S-17-002(1)	7516	SIP 107 2	Tuttle Cr. Jct. Co. Line to Underpass	$12,077.18	5-20-
I-5-2(122)128	P.E.	Various	Carnation - Tuttle Cr. Jct. Co.	601,192.45	5-20-
I-5011(16)81	P.E.	Various	The Dalles - Celilo Section	254,951.22	5-20-
I-5011(14)84	P.E.	Various	South Bend Jct. - Nelson Section	254,940.24	5-20-
F-ST-5001(3)	7658	4-0603	N. 11th St. - 14th St. (Astoria)	42,728.01	5-20-7
FAS-T-5022(4)	7707	4-0604	Mill St. at Burlington Ditch (Enid)	15,604.69	5-20-
FAS-T-5015(3)	7702	19-0603	Washington-Albany at Shasta Way	21,916.65	5-20-
I-5011(1)	P.E.	15-0-01	City of Portland (Columbia Blvd. Tunnel Plan	8,192.43	5-20-
I-5022(2)	7551	26-0606	Burnside St. (Couch) Channelization	46,836.14	5-20-
I-5025(3)	7507	3-0601	Beyond Rr. to State St. (Corbett-Crown Z)	48,953.32	5-20-
I-5022(2)	7655	24-0602	S.W. Allen Blvd at Murray Blvd (Beaverton)	41,299.97	5-20-
I-5022(1)	7648	7-0603	S.E. McLoughlin Blvd at S.E. Sixth Ave (Milwaukie)	17,978.79	5-20-
FAS-T-5023(4)	7678	26-0606	E. Burnside at Mead Ave (Gresham)	8,741.09	5-20-
FAS-T-5025(19)	7707	26-0607	Portland City-wide Traffic Signal Upgrade	55,252.27	5-20-
FAS-T-5027(3)	7700	5-0603	Columbia Blvd at 9th St. (St. Helens)	23,504.42	5-20-

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ APE ☐

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO. ST HELENS

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: F.A.S.-2-5027(3)

VOUCHER PERIOD: FROM 1-14-72 TO 4-24-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$38,030.16	$36,952.45	63.59%	$23,504.42	$23,504.42	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

$0.00

s/ V. E. Skoog, Fiscal Officer, ORSDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA BLVD. AT 13TH AND ST. HELENS STS. (ST. HELENS) COLUMBIA COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signals (City Streets) (Contr. No. 7700)					
	Final Contract Payment Summary			Lump Sum	$32,978.63	
SFO	#1 Permanent Striping			All Required	574.00	
SFO	#2 Furnish & Install Signs			All Required	49.60	
	Total Construction Cost				$ 33,602.23	
	Construction Engineering					
	State			All Required	$ 3,360.22	
	Total Participating Cost				$36,962.45	
	Nonparticipating Items					
	Construction Engineering			All Required	$ 1,008.65	
SFO	#1 Permanent Striping			All Required	37.43	
SFO	#2 Furnish & Install Signs			All Required	0.30	
	Interest Paid to Contractor			All Required	21.33	
	Total Nonparticipating Cost				$$ 1,067.71	
	Total Cost				$38,030.16	

AMOUNT CARRIED FORWARD.....

GPO 914-021

F.A. No.	Cont #	Prefix	Description	F.A. Funds	Date F.
F-121(4)	7631	4-1005	Fern Hill Section Section	116,978.75	1/24/7
S-RS-60(3)	7331	118-1017	Geary Ranch-Green Springs Interch. Sec.	1,288,936.22	
I-5-1(72)36	7415	615-1044	Rock Point-Seven Oaks Section	1,716,291.53	
I-80N-1(4)00	P.E.	626-1927	Union Ave. - Sundial Section		
"	"	626-1941	" " " "		
"	"	626-1978	" " " "	150,316.60	
"	"	626-1998	" " " "		
T-5004(1)	"	1-0601	City of Baker (Urban Area) TOPICS Pla	1,943.93	
T-5006(2)	"	6-0601	Wasson St., 10th & Market Ave. (Coos Bay)	2,506.56	
T-5011(1)	"	34-0601	Forest Grove Areawide TOPICS Plan	3,396.75	
T-5014(1)	"	34-0602	Hillsboro Areawide TOPICS Plan	5,661.14	
T-5017(2)	"	22-0603	Oak St. at 2nd & Park St's & Grant St. at Williams	1,225.08	
T-5018(1)	"	36-0601	2nd St. - 3rd St. (McMinnville)	881.92	
T-5019(2)	7496	15-0602	Biddle Rd. - Crater Lake Ave. (Medford)	20,185.66	
T-5027(1)	P.E.	5-0602	St. Helens Areawide TOPICS Plan	2,928.06	
T-5027(2)	P.E.	5-0601	Columbia Blvd. at 18th & St. Helens St.	1,514.31	

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

4-24-73

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon 97310

(For use of Paying Office)

STATE	FEDERAL AID PROJECT NO.
Oregon	F.H.S.-T-5027(3)

VOUCHER PERIOD:	FROM	TO
	1-24-72	4-24-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$38,030.16	$36,962.45	63.59%	$23,504.42	$23,504.42	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$0.00

s/ V. E. Skoog, Fiscal Officer, ORDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA BLVD. AT 18TH AND ST. HELENS STS. (ST. HELENS) COLUMBIA COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signals (City Streets) (Contr. No. 7700)					
	Final Contract Payment Summary		Lump Sum		$32,978.63	
SFO	#1 Permanent Striping		All Required		574.00	
SFO	#2 Furnish & Install Signs		All Required		49.60	
	Total Construction Cost				$ 33,602.23	
	Construction Engineering					
	State		All Required		$ 3,360.22	
	Total Participating Cost				$36,962.45	
	Nonparticipating Items					
	Construction Engineering		All Required		$ 1,008.65	
SFO	#1 Permanent Striping		All Required		37.43	
SFO	#2 Furnish & Install Signs		All Required		0.30	
	Interest Paid to Contractor		All Required		21.33	
	Total Nonparticipating Cost				$$ 1,067.71	
	Total Cost				$38,030.16	

AMOUNT CARRIED FORWARD...

Summary of Completed Federal Aid Work

Columbia Blvd at 18th and St. Helens Streets (St. Helens)

EHS-T-5027(3)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals (City Streets)	Y031	$38,030.16	$23,504.42	0.00 Mile

7700 STATE COPY

MONTHLY TRANSACTION NUMBER 4-65	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Columbia
MODIFICATION NUMBER 1		PROJECT NUMBER EHS-T-5027(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 22, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 34,565	$ 37,316
Federal Funds	$ 21,965	$ 23,714
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of April, 19 73.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hurtis

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack
Acting (Division Engineer)
Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915.669

Oregon State Highway Division

Federal-aid Project
No. EHS-T-5027(3) Safety

COLUMBIA BLVD. AT 18TH AND ST. HELENS STS. (ST. HELENS)

CITY STREETS, ST. HELENS IN COLUMBIA COUNTY

Salem, Oregon, April 13, 1973

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
*Concrete Islands	52.15 cu.yd.	69.30	3,614.00
Painted Wood Sign Posts	All Required		550.00
Metal Sign Post Footings	All Required		3,602.50
Metal Sign Posts	All Required		1,815.00
Type "C", "D" and "E" Signs in Place	383 sq.ft.	4.40	1,685.20
Type "U" Signs in Place	131 sq.ft.	6.60	864.60
Roadway Illumination Installation, Complete	All Required		4,750.00
Traffic Signal Installation, Complete	All Required		14,100.00
			$31,981.30
Flagging (60% of Contractor's Cost)	All Required		$ 300.00
Permanent Striping	All Required		400.00
SFO#2 Furnish and Install Signs	All Required		225.00
PA #1 Furnish and Install Mast Arm	Lump Sum		273.00
PA #2 Sign Support Footings	Lump Sum		167.73
PA #2 Metal Sign Posts	Lump Sum		55.23
PA #2 Type "C", "D" and "E" Signs	27.5 sq.ft.	4.40	121.00
PA #2 Type "U" Signs in Place	37 sq.ft.	6.60	244.20
EWO#2 Furnish and Weld Pipe Stub	All Required		156.87
			$ 1,943.03
	Subtotal		$33,924.33
	10% Engr. & Cont.		3,391.67
	Total		$37,316.00

*Change in Quantity.

Length of Project - - - - - - 0.0 Mile

Federal Funds - - - - - -

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
3-85		
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Columbia
5		PROJECT NO. EHS-T-5027(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Col. Blvd. at 18th and St. Helens St. (St. Helens)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	2-2-72	0.00

FUNDS **Pro Rata 63.55%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 34,565.00	$ 21,965.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
R. E. Simpson

Date executed by Division Engineer MAR 22 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 6-22-71.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5027(3) Safety

COLUMBIA BLVD. AT 18TH AND ST. HELENS STS. (ST. HELENS)

CITY STREETS, ST. HELENS IN COLUMBIA COUNTY

Salem, Oregon, March 15, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Concrete Islands	34 cu.yd.	69.30	2,356.20
Painted Wood Sign Posts	All Required		550.00
Metal Sign Post Footings	All Required		3,602.50
Metal Sign Posts	All Required		1,815.00
Type "C", "D" and "E" Signs in Place	383 sq.ft.	4.40	1,685.20
Type "U" Signs in Place	131 sq.ft.	6.60	864.60
Roadway Illumination Installation, Complete	All Required		4,750.00
Traffic Signal Installation, Complete	All Required		14,100.00
			$30,723.50
Flagging (60% of Contractor's Cost)	All Required		$ 300.00
Permanent Striping	All Required		400.00
			$ 700.00
	Subtotal		$31,423.50
	10% Engr. & Cont.		3,141.50
	Total		$34,565.00

Length of Project - - - 0.0 Mile

Federal Funds - - -

STATE COPY

7700

cc: OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

4-20-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Columbia	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4-20-73	W. N. Bryant, Area Engineer		EHS-T-5027(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9-7-72	12-7-72	100%	170 cal. days
APPROVED EXTENSIONS	**LOCATION**		
None	Intersections of Columbia Blvd. @ 18th and at St. Helens St. in the City of St. Helens		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

APR 24 1973

REGIONAL OFFICE

COLUMBIA BLVD. AT 18TH AND ST. HELENS
ST. HELENS TYPE II SYSTEM
Signing, Illumination, and Traffic Signals

This project provided for the installation of traffic control signs, street illumination and traffic signals at two street intersections in the City of St. Helens. All contract work was completed in reasonably close conformance with contract specifications on September 7, 1972 at a final cost of $36,819.57 or approximately 2.3 percent above the authorized amount of $35,979.91. A total of 170 calendar days were used in completing the work. There were no major significant overruns or underruns of contract bid items.

RECEIVED
STATE HWY ENGR
APR 25 '73
REFER TO
FOR
Info | Spec | R/D | C/R | Const | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original Signed By G. L. GREEN, Division Engineer	
TITLE: W. N. Bryant	DATE: 4-20-73	TITLE: Glen L. Green	DATE: 4-24-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7700

April 9, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5027(3)

FROM L. H. Young
Office Engineer

SUBJECT Request: Federal-aid Project Acceptance

Contract 7700, Work Completed September 7, 1972
Project Columbia Blvd. at 18th & St. Helens Sts. (St. Helens)
Highway City Street
County Columbia
Acceptance: State Highway Commission December 7, 1972
Federal Highway Administration October 3, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Material Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:bb

cc: V. E. Skoog

RECEIVED
DEC 18 1972
FOR FILING

7700

December 18, 1972

Federal Insurance Co.
1400 Plaza 600
6th and Stewart Street
Seattle, Washington 98101

Gentlemen:

On December 8, 1972, we wrote to you concerning release of final payment on Contract No. 7700 awarded to Christenson Electric, Inc., for work on Columbia Boulevard at 18th and St. Helens Streets in St. Helens, Columbia County.

Final payment on this contract is $1,641.09 and the total contract amount is $32,978.63 including $156.87 for work performed under force account.

Very truly yours,

C. J. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Christenson Electric, Inc.
11 N. L. Monner St.
Portland, Oregon 97211

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Monner
L. W. Rulien

RECEIVED
DEC 8 - 1972
FOR FILING

7700

December 7, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7700 Work Completed September 7, 1972

Project Columbia Blvd. at 13th & St. Helens Sts. (St. Helens)

Highway City Street County Columbia

Type of Work Signing, Illumination and Traffic Signals

Contractor Christenson Electric, Inc.

Recommended Acceptance Date December 7, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dqk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...IGHWAY DEPARTMENT INVOICE

NO. 110100

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1339		5-0603-299

. City of St. Helens
. City Hall
. St. Helens, Oregon 97051
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: L. W. Mickelson, Recorder			
Advance Deposit			$ 7,600.00
Partial transfer of advance deposit for construction of the Columbia Blvd. @ 18th St. & St. Helens St. TOPICS Project Contract # 7700			
Covered by agreement dated 10-21-71			$ 6,600.00
To be retained			$ 1,000.00

ACKNOWLEDGEMENT OF BILLING REQUEST

Cash Received With Request: $_____

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF ST. HELENS
CITY HALL
ST. HELENS, OREGON 97051
Attention of L. W. Mickelson, Recorder

Request No. (assigned by staff engineer or head of division) cc 1339

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5027(2)

Itemized Statement:

ADVANCE DEPOSIT $7,600

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Columbia Blvd. @ 18th St. & St. Helens St. TOPICS Project Contract #7700.		
		Covered by agreement dated 10/12/71.		6,600
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $7,600

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
5-0603-299

Submitted by:
RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 3 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

We are forwarding, under separate cover, three copies of final voucher for each of the following federal-aid projects:

I-5-1 (72) 36	Rock Point - Seven Oaks Section	$ 0.00
F-121 (4)	Fern Hill Slide Section	0.00
S-RS-60 (3)	Geary Ranch-Green Springs Interchange Sec.	0.00
T-5004 (1)	City of Baker (Urban Area) TOPICS Plan	0.00
T-5006 (2)	Wasson St., 10th and Market Ave. (Coos Bay)	0.00
T-5018 (1)	2nd Street - 3rd Street (McMinnville)	0.00
T-5019 (2)	Biddle Road-Crater Lake Ave. (Medford) Sec.	0.00

The following projects show the final cost and federal funds requested exceeding the funds set up in the project agreement, and accordingly, the project agreement is modified to conform with the revised amount:

I-80N-1 (14) 00	Union Avenue - Sundial Sec.	$ 383.65
T-5011 (1)	Forest Grove Areawide TOPICS Plan	36.75
T-5014 (1)	Hillsbora Areawide TOPICS Plan	11.14
T-5017 (2)	Oak St. at 2nd and Park Sts. & Grant St. at Williams St. (Lebanon)	275.08
T-5027 (1)	St. Helens Areawide TOPICS Plan	28.06
T-5027 (2)	Columbia Blvd. At 18th and St. Helens Sts. (St. Helens)	244.31

Very Truly yours,

George M. Baldwin
Administrator of Highways

By:

VES:PH:kmb

V. E. Skoog
Controller

Form FHWA-121 (1[illegible])
UNITED STATE[illegible] GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 16, 1972

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS T-5027(3)
Columbia Blvd at 18th and St. Helens Sts.
State Force Order No. 2
Total Estimated Amount of the Order-$225.00
Federal Participation-$135.00

10-19-72

Reference is made to Mr. Young's letter of October 11, concerning the subject order.

The use of State Forces to provide additional signing necessary to properly control traffic is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor has completed contract work and has moved his men and equipment off the project.

2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is $225.00 with Federal participation of $135.00

Enclosure
State Force Order No. 2

RECEIVED
STATE HWY ENGR
OCT 17'72
REFER TO
FOR
Info | Inves | R/D | Dir | Fin | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
OCT 11 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7700

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 11, 1972

Federal-aid Project
No. EHS-T-5027(3)

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7700, State Force Order No. 2

Project Columbia Blvd. at 18th & St. Helens Sts. (St. Helens)

Highway City Street

County Columbia

The Order covers additional signing required to properly control traffic. This work was recommended by the Regional Traffic Engineer. The Contractor has completed his work and has moved his men and equipment off the project. The State has the necessary men and equipment available to perform this work most economically and expeditiously.

This work conforms to the requirements of PPM 21-62 as required for Federal participation. The estimated total cost for the work to be done under this order is $225 with Federal participation of $135. Reimbursement on actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 2, 1972.

Your approval as of October 2, 1972 is requested.

JK:pr
Attach.

sized Thursday afternoon as plans for a "Bicentennial Park" in Portland were unfolded to the public.

The park project is [illegible] one of many programs being projected on a statewide basis, commissioners chairman David L. Davies and James Baumhover a member pointed out. The commission's intent, they said, is to involve people in all parts of the state in the bicentennial observance and to schedule events in as many communities as possible.

IT WAS REPORTED at the press conference in the First National Bank Building that Gov. Tom McCall already has hand-delivered" a copy of Oregon's plan for a bicentennial park to President Nixon. He did so in San Francisco in September, McCall said and received back from the President a letter in which Oregon's proposal was praised as "a carefully thought out document."

McCALL ALSO presented Oregon's park prospectus to James G. Watt, director of the Department of Interior's Bureau of Outdoor Recreation, and received from Watt a letter requesting additional copies "to use as an example to other states what can be accomplished as part of the bicentennial."

The park feasibility study was undertaken by the engineering firm of CH2M-Hill and the architectural firm of Skidmore, Owings & Merrill with the funding of the State Highway Division.

As projected, said Dave Pugh of Skidmore, Owings & Merrill, the Willamette River flowing through Portland is actually the park envisioned. "We've built nodes [illegible] A [illegible] craft and [illegible] buildings and open [illegible] are among the [illegible] ments [illegible] completed. [illegible] five

funds to undertake any phase of the land acquisition or construction.

DAVIES TOLD the press there still is a question whether the national com- [illegible] feasibility study would include the taking over of waterfront property now owned by the [illegible] ship-dismantling [illegible]y. McCall emphasized [illegible] portance of moving this par-

F 09 72

Roseburg News-Review----------9-28

Series Of Public Forums Set On State Parks, Recreation

The people of Oregon are being asked to participate in the development of a long-range, general plan of a comprehensive state park and recreation system.

The Parks & Recreation Section of the State Highway Division has planned a series of public forums to be held at various locations throughout the state during October, according to George M. Baldwin, administrator of highways.

The purpose of the forum, Baldwin explained, is to gather opinions from citizens on what they believe are the important issues and objectives to be considered in preparation of the general plan. All forums will be split into two meeting sessions, Baldwin said, in order to provide an opportunity for as many as possible to participate. An afternoon session will be held from 1:30 to 4:30 p.m. and an evening session from 7:30 to 10:30 p.m.

Specific questions will be asked of the participants at each session, said David G. Talbot, state parks superintendent.

—What should be the major objectives of the state park and recreation system?

—What are the major problems of the present state park and recreation system which tend to obstruct recreational opportunities?

—What should be the respective roles of federal, state and local governments in providing recreational opportunities and how should these roles best be coordinated?

—In addition to financial assistance, what other types of assistance should the state give local governments to help improve their capability to provide recreational opportunities?

—What new land areas, facilities, and services should the state park and recreation system provide and how should priorities be established among recreational proposals in the allocation of available funds?

Talbot said he hoped the forums would concentrate on the broad policy questions and not center on isolated problem areas. Written participation is encouraged, although verbal comments will be welcomed.

In addition to administering Oregon's state parks and waysides, the Highway Division is also involved in several other important recreation systems and programs, Baldwin stated. These include the Willamette River Parks System, Scenic Waterways System, Recreation Trails, Historical Preservation, beach access program, federal aid programs and a consultation service to benefit local governmental agencies. "As this list points out," Baldwin said, "the state park and recreation system has expanded to include a wide range of programs and activities and involves much more than just state parks and waysides. This should be considered when providing comments at the forums."

The schedule and location of the forums follows:

Oct. 3, 3rd floor, Medford City Hall, Medford; Oct. 5, Fireside Room, Student Union Building, Central Oregon College, Bend; Oct. 10, 4-H Exhibit Building, Union County Fairgrounds, La Grande; Oct. 12, The Neighborhood Facility, 250 Hull St., Coos Bay; Oct. 17, Auditorium in main level, Bonneville Power Administration Building, 1002 NE Holladay, Portland; Oct. 18, 41st Brigade Army National Guard Armory, 6700 SW Oak, Portland, Beaverton-Tigard area; Oct. 19, Randall Gymnasium, Clackamas Community College, 19600 S. Molalla Ave., Oregon City; Oct 24, Tillamook City Hall, 1902 3rd St., Tillamook; Oct. 25, Room 20, State Capitol Building, Salem; and Oct. 26, City Council Meeting Room, Eugene City Hall, 777 Pearl St., Eugene.

The Oregonian
Portland--------10-14

City views use of land under spans

A city plan for development of land under the west approach ramps to the Fremont Bridge in Northwest Portland should be completed by the first week in November, it was reported Friday.

Stan Amy, assistant to City Commissioner Lloyd Anderson, said he hopes to have a plan by then for initial use of the 14 blocks under elevated ramps at the north end of I1405 (Stadium Freeway), and approach ramps to the Fremont Bridge across the Willamette River.

Amy said he has discussed plans for the land with the Northwest District Association and other groups concerned about development of the area.

Most of the land probably will be used for parking at first, with landscaping and bicycle paths along the west edge, he said.

Recreational facilities are likely in the area eventually, he said, but experience in other cities indicate they should be enclosed, because of the noise and soot from the freeway overhead.

One approach to the plan would be to put revenue from parking under the ramps into a fund to finance recreational facilities later, he said.

Ed Hardt, metropolitan construction engineer, said the State Highway Division has said it will follow the city's wishes in connection with the land.

Amy said he hopes to have a plan ready for Commissioner Anderson to present to the Portland City Council by Nov. 15.

The News Guard, Lincoln City----------9-28

Chamber urges controls

The Board of Directors of the 20 Miracle Miles Chamber of Commerce recently voted to support the residents of the Cutler City area in their petition for a traffic light at the intersection of Highway 101 and 62nd Street.

In supporting the petition, the chamber board also noted that the Nelscott area also has comparable traffic hazards, resulting from the curving layout of Highway 101 there, which also might be removed by the installation of one or more traffic control devices.

The notice of the chamber's concern over these traffic hazards has been forwarded to the Lincoln City Council with a request that the city 'solicit the earliest possible cooperation of the Oregon State Highway Department to make whatever determinations they must. . .to proceed with a minimum of delay to their installation."

Contending that the four traffic lights in the six miles of Highway 101 in Lincoln City are inadequate to control speeding, the chamber's statement said: "We do not recommend that the traffic be slowed to a ridiculously low rate, just that controls, where warranted, be installed–and that the intervening roadways be posted well enough that there would be little or no justification for excessive speed at any place within the city's limits."

Sentinel-Mist Chronicle, St. Helens----------9-28

St. Helens Street

New Turn Lanes Simplify Problems

NO!

The long awaited solution to rush hour traffic problems at the intersection of Highway 30 and St. Helens Street became a reality this week.

The installation of new signals, two left turn lanes off St. Helens Street, and the re-striping of Highway 30 were accomplished Monday and Tuesday by crews from the State Highway Department.

This new system — discussed for many months — was held in abeyance until State crews had the time to install the new lighting system which shows the two left-turn lanes off St. Helens Street for southbound traffic. There is one right-turn lane for the northbound vehicles.

The need for this change became apparent when the one-way grid system was put into effect. During heavy traffic hours the traffic which would be southbound backed up for several blocks on St. Helens Street, waiting to make the left turn. Northbound traffic appeared to move along normally without any serious delays.

City Council members discussed the changes at great length, and took the advice of traffic engineers in designing the changes. With approval from the state, and funding for the city's share from the TOPICS program, the changes have become reality.

As it now stands, all traffic turning left off St. Helens Street onto Highway 30 in a southerly direction may use either of the two lanes, and follow the markers and arrows into the correct lane on Highway 30.

The two southbound lanes were extended back to the St. Helens Street intersection from Columbia Boulevard, and some widening has been done to accomodate the second lane. Parking is being eliminated on the highway at that point.

-1972-

RECEIVED
[illegible] 1972
FOR FILING

RECEIVED
STATE HWY ENGR
OCT 18 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE October 5, 1972

Federal-aid Project
No. EMS-T-5027(3)

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. Young R. D. ASBURRY
Programing Engineer

NOTED
A. E. JOHNSON

cy - Const
10-19-72

SUBJECT Request Contract Acceptance

Contract 7700, Work Completed September 7, 1972

Project Columbia Blvd. at 10th & St. Helens Sts. (St. Helens)

Highway City Street

County Columbia

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-3-72

Conditions not acceptable:

None
WM Bryant

G. L. Green
Acting Division Engineer

VG:pr

cc: Tom Edwards
L. H. Young

STATE COPY

FORM PR-33B (REV. 3-68)

cc: OSHD (A E Johnson) 10-2-72
7100 Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	3	Columbia	Oregon

Date of Inspection	Inspection Made By	Project No.
10/3/72	W. N. Bryant, Area Engineer	EHS-T-5027(3)

In Company With: Al Harwood, Reg Constr Engr, OSHD; Howard Harris, Res Engr, OSHD.

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	100 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

cy Const Engr 10-24-72

NOTED
OCT 20 1972
REGIONAL OFFICE

COLUMBIA BLVD. AT 18TH AND ST. HELENS
ST. HELENS TYPE II SYSTEM
Signing, Illumination, and Traffic Signals

All contract work was completed in reasonably close conformance with approved plans and specifications on September 7, 1972, at a final estimated cost, exclusive of engineering, of $33,574.83 approximately 2.2 percent above the original authorized amount. A total of 170 calendar days were used in completing the work as compared to the 170 calendar days specified.

Project records indicate that all materials incorporated into the work were in reasonable close conformance with the specifications.

Project records also indicate that the contractor met the EEO requirement of the contract in a reasonable and acceptable manner.

Acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-24-72

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
FOR FILING

7700

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 9, 1972

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. EHS-T-5027(3)

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7700 Extra Work Order No. 2

Project Columbia Blvd. at 18th & St. Helens Rd. (St. Helens)

Highway City Street

County Columbia

The contract provisions call for the existing City Street signs to be removed during construction of this project but do not provide for the reinstallation of the signs. This order covers the cost of providing the attachment by which the signs can be installed on the new posts.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer July 13, 1972.

Your approval as of July 13, 1972 is requested.

Attachments

BMW:kds

7700

PL. ...

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

WEEK ENDING: July 1, 1972

NAME OF JOB: Columbia Blvd. at 18th & St. Helens	Columbia Blvd. at 182nd & St. Helens St. (St. Helens)
SECTION PREFIX: 5-0603	HIGHWAY: City Street
COUNTY: Columbia	KIND OF WORK: Signing, Illumination and Traffic Signals.
CONTRACTOR: Christenson Electric	CONTRACT NUMBER: 7700
FEDERAL AID PROJECT NUMBER: EHS T 5027 (3)	DATE OF CONTRACT: March 10, 1972
DATE WORK STARTED: May 8, 1972	ESTIMATED COMPLETION DATE: Sept 7 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 170
WORK DAYS USED	SPECIFIED CALENDAR DAYS
CALENDAR DAYS USED: 95	SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED: 56	PROJECT AUTHORIZATION: $ 35,979.91
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 22	EXCLUSIVE OF ENGINEERING: $ 32,837.56
ENGINEERING AUTHORIZATION: $ 3,142.35	ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,223.56
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 20	ENGINEERING COST TO DATE: $ 1,750.00
DATE PROJECT WAS COMPLETED: 9-7-72	ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4.2 %
	PERCENT OF AUTHORIZATION: 56/47 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	25	Cloudy	1		
MONDAY	26	Cloudy	1		
TUESDAY	27	Fair	1		
WEDNESDAY	28	Fair	1		
THURSDAY	29	Cloudy	1		
FRIDAY	30	Fair	1		
SATURDAY	1		1		

RECEIVED
JUL - 3 1972
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 25	No activity on this project this week.
MONDAY 26	
TUESDAY 27	
WEDNESDAY 28	
THURSDAY 29	
FRIDAY 30	
SATURDAY 1	

REMARKS

Status: Concrete Island and pole foundation complete.
Underground conduit service heads and terminal Cabinets at 18th St. Interchange

Next Week: No activity until poles arrive. Signing contractor will move on job.

CC: Bridge 2
Traffic
Region
File

SIGNED Howard R. Harris LOCATION Portland

PR... RESIDENT ... MIT 2 COPIES WHEN BRIDGES AND GRADIN... ...TS

Salem, Oregon

June 29, 1972

Vern R. Stoog, Controller
BUILDING

L. H. Young, Program Engineer

Contracts have been awarded for the construction of the facilities covered by the following preliminary engineering projects; therefore would you please have the necessary actions taken for submission of the final vouchers to FHWA on these preliminary engineering projects.

T-5006(2) Wasson St., 10th St. and Market Ave. (Coos Bay)
T-5017(2) Oak St. at 2nd and Park Sts. and Grant St. at Williams St. (Lebanon)
T-5018(1) 2nd St. -3rd St. (McMinnville)
T-5023(2) S. W. 3rd Ave. -S. W. 5th Ave. (Ontario)
T-5025(11) Pearl St. and Warner-Milne Rd. (Oregon City)
T-5027(2) Columbia Blvd. at 18th and St. Helens Sts. (St. Helens)

The work of preparing the area wide plans have been completed and approved by FHWA on the following preliminary engineering projects and preparation and submission of the final voucher to FHWA could be undertaken on these projects:

T-5004(1) Baker Area-Wide Topics Plan
T-5011(1) Forest Grove Area-Wide Topics Plan
T-5014(1) Hillsboro Area-Wide Topics Plan
T-5027(1) St. Helens Area-Wide Topics Plan

CL:kds

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JUN 13 1972
STATE OUT

FORM PR-33A
(REV. 3-68) OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Columbia	Oregon

Date of Inspection	Inspection Made By	Project No.
5-18-72	W. N. Bryant, Area Engineer	ENS-T-5027(3)

In Company With
Howard Harris, Resident Engineer, OSHD

Location
Intersections of Columbia Blvd @ 18th and @ St. Helens Sts in the City of St. Helens.

6-8-72

Contractor Name and Address
Christenson Electric, Inc., 11 N.E. Sumner St., Portland OR

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3-10-72	30,723,50	170 cal. days	3-22-72	5-8-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	32 %	8

Roadbed (Width) NA *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic signals	Y031	-	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
-	-	-

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

COLUMBIA BLVD AT 18TH AND ST. HELENS STREETS
ST HELENS TYPE II SYSTEM
Signing, Illumination, and Traffic Signals

Copy to create by 6-8-72

Improvements to be completed under this project consists of the following work on Columbia Blvd at 18th and St. Helens Streets:

1. Construction of a concrete island.
2. Installation of traffic control signs.
3. Installation of street illumination.
4. Installation of traffic signals.

COPY SENT
JUN 6 1972
REGIONAL OFFICE
NOTED
A. E. JOHNSON

At the time of this inspection the only work in progress was the installation of conduit at the intersection of Columbia Blvd and 18th Street. To date the contractor has completed construction of the concrete island at 13th Street, 10% of foundation excavation for illumination poles, 50% of the foundation excavation for signal poles and completed approximatelu 80% of the conduit installation.

While the time elapsed exceeds the work completed by a substantial amount at this time the overall progress of the work is considered satisfactory since the majority of the project costs is in the signal and illumination poles and equipment which have been ordered and should be delivered in time to complete all work within the contract time.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

A price agreement in the amount of $588.16 covering the cost of revising sign legends and adding signs as requested by the city of St. Helena was approved on May 5.

Project records indicate that all materials being incorporated into the work are in substantial conformance with contract requirements.

The required EEO posters and wage rate posters have not been posted on the project. However the contractor has the required posters displayed in his main office and will display additional posters if a field office is established. This procedure is considered adequate in this case since only two long time employees of the contractor are working on the project. The contractor is meeting all other EEO requirements of the contract in an acceptable manner.

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1. 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7700

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 12, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. RHS-T-5027(3)

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Notification; Contract Work Started**

Contract 7700, Work Started May 8, 1972
Project Columbia Blvd. at 18th St. and St. Helens Sts. (St. Helens)

Highway City Street

County Columbia

VG:bb

RECEIVED
FOR FILING

7700

March 27, 1972

Christenson Electric, Inc.
11 N. E. Sumner Street
Portland, Oregon 97211

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7700 for work on Columbia Boulevard at 18th and St. Helens Streets in the City of St. Helens in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Department
1400 Pine 600
6th and Stewart Street
Seattle, Washington 98101

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Howard Harris

RECEIVED
MAR 13 1972
FOR FILING

7100

bc F. D. Morgan
Walt Hai
L. H. Young
Attn Vince Callagher
L. W. Rulien
Howard Harris
William Geibel (SAIF)

March 10, 1972

Christenson Electric, Inc.
11 N. E. Sumner Street
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your proposal for work on Columbia Boulevard at 18th and St. Helens Streets in the City of St. Helens in Columbia County and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of St. Helens approve the project and the City deposits $7,600.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7700.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 22, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by R. D. Asbury
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of February 28, 1972, is requested in the award of contract for the Columbia Blvd. at 18th and St. Helens Streets in St. Helens, Project No. EHS-T-5027(3).

The contractor receiving the award is Christensen Electric, Inc., in the amount of $30,723.50, with Contract No. 7700 assigned. This bid was received on February 24, 1972 and awarded on March 10, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

NOTED
R. D. ASBURRY

RECEIVED
MAR 13 1972

Federal Highway Administration endorsement

Date MAR 13 1972

I concur in the award.

for R. E. Simpson
Division Engineer

RECEIVED
MAR 14 1972
PROGRAMING SECTION

ENGR. S.S.R. CE AE UE
UPE CE RE RPE

Mr. L. W. Nickelson
City Recorder
City Hall
St. Helens, Oregon 97051

March 10, 1972

Re: TOPICS Project EHS-T-5027(3)
Columbia Blvd. @ 18th and
St. Helens Streets

Dear Mr. Nickelson:

This will acknowledge receipt of the City of St. Helens' check #5097 in the amount of $7,600 which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

MB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
L. W. Rulien
V. E. Skoog: Check #5097 for $7,600

Rec'd. 3/10/72 by _____

DETACH STUB BEFORE PRESENTING FOR PAYMENT

RECEIVED

№ 5097

CITY OF ST. HELENS

ACCOUNT NO. 1

Road FUND

NATURE OF CLAIM:

	AMOUNT	DEDUCTIONS	NET
City's Advance Deposit: TOPICS PROJECT EHS-T-5027 (3) Columbia Blvd. @ 18th and St. Helens Streets			7,600.00

RECEIVED
COUNTY & CITY SECTION
MAR 10 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

bc: R. L. Schroeder
L. H. Young
L. W. Rulien

February 25, 1972

Mr. L. W. Hickelson
City Recorder
City Hall
St. Helens, Oregon 97051

Re: TOPICS Project EHS-T-5027(3)
Columbia Blvd. @ 18th and
St. Helens Streets

Dear Mr. Hickelson:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Christenson Electric, Inc. of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$30,723.50
Anticipated additional items:		
Flagging		300.00
Permanent pavement striping		400.00
		$31,423.50
Engineering & contingencies (14½%)		4,556.41
		$35,979.91
Estimated preliminary engineering to date		2,020.09
	TOTAL	$38,000.00

City's Advance Deposit:

20% of Total $ 7,600

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $7,600) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

St Helens

COLUMBIA BOULEVARD AT 18TH AND ST. HELENS STREETS

COLUMBIA COUNTY

FAP No. EHS-T-5027(3)
Signing, Illumination and
Traffic Signals

Bids Received February 24, 1972

1.	Temporary Protection and Direction of Traffic	All Specified		$	1,000.00
2.	Concrete Islands	34 cu.yds.	55.00		1,870.00
3.	Painted Wood Sign Posts	All Required			250.00
4.	Sign Support Footings	All Required			750.00
5.	Metal Sign Posts	All Required			3,500.00
6.	Type "C", "D" and "E" Signs in Place	383 sq.ft.	5.00		1,915.00
7.	Type "U" Signs in Place	131 sq.ft.	6.00		786.00
8.	Roadway Illumination Installation, Complete	All Specified			4,700.00
9.	Traffic Signal Installation, Complete	All Specified			16,700.00
		For Comparison of Bids		$	31,471.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 31,471.00	30,723.50
Anticipated Additional Items:			
Flagging (State Share)	300.00		300
Permanent Pavement Striping	400.00		400
		700.00	
		$ 32,171.00	31,423.50
Engr. & Cont. (14 1/2%)		4,664.80	4,556.41
Estimated Net Authorization, Constr.		$ 36,835.80	35,979.91
Estimated PE to date			2,020.09
			38,000

Advance deposit $7,600

2-24-72 2:?a
Phone Nickelsen and
gave him the info.

-2%

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

31,471

PROJECT NO. #1

Columbia Blvd. at 18th & St. Helens Sts.
St. Helens, COLUMBIA COUNTY

OWNER: Oregon State Highway Department

DATE: 2-24-72 PAGE: 1 of 1

1. Christianson Elec. Co. Inc. Portland
2. L.K. Comstock (Kern Elec.) Albany
3. Stillwell-Girard Const. Co. Belview
4. _____
5. _____
6. _____
7. _____
8. WR Grassle Co. 32,336.60
9. Olson Elec. Co. 32,558.20
10. Hamilton Elec. Co. 33,871.14
11. Graham Elec. Co. 32,377
12. _____
13. _____
14. _____

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic	1	1000	553	1000
34	C.Y.	Concrete Islands 2356.20	2	69.30	2244 66	2040 60
	L.S.	Painted Wood Sign Posts	3	550	525	400
	L.S.	Sign Support Footings	4	3602.50	3439	2300
	L.S.	Metal Sign Posts	5	1815	1732	4700
383	S.F.	Type "C", "D" and "E" Signs in Place 1685.70	6	4.40	1608.60 4.20	1915 5.00
131	S.F.	Type "U" Signs in Place 864.60	7	6.60	825.30 6.30	1048 8.00
	L.S.	Roadway Illumin. Installation, Complete	8	4750	5,120	2700
	L.S.	Traffic Signal Installation, Complete	9	14,100	15,282	15,700
			V	30,723.50	31,328.80	31,803

S-403 R11 6/71

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PRINTED IN U.S.A.

RECEIVED
1

FORM E-20 (REV. 10-58)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1972
Salem, Oregon

SUBJECT:

To:

L. Rulien
Regional Engineer
Region 1
Milwaukie

Columbia Blvd. at 18th & St. Helens Sts.
(St. Helens) Sec.
City Streets
Columbia County
Pole Length Verification

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established in the near future and transmitted to the contractor. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

NOTED
A. E. JOHNSON

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
Howard Harris
J. H. Wood

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILE

7700

March 2, 1972

Christenson Electric, Inc.
11 N. E. Sumner
Portland, Oregon 97211

Contract 7700

Gentlemen:

The State Corporation Commissioner's Office has notified us that your firm is not on record in his office. This is in reference to the two projects which you bid at the February 24, 1972, contract letting.

We bring this to your attention as under Oregon law it is necessary that the corporations be properly registered before commencing work on a State highway contract.

If you have not already done so, will you please take the necessary steps to register with the Corporation Commissioner, 158 12th Street, N.E., Salem, Oregon 97310.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

cc Frank Healy
Corporation Commissioner
158 12th St., NE
Salem, Oregon 97310

L. H. Young
Attn: Vince Gallagher

RECEIVED
FOR FILING
7700

March 1, 1972

Christenson Electric, Inc.
11 N. E. Sumner
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your bid in the amount of $30,723.50 for work on Columbia Boulevard at 18th and St. Helens Streets in St. Helens, Columbia County, which was the low bid received for that job on February 24.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of St. Helens approve the project and the City deposits $7,600. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Frank Morgan
Walt Hart
L. W. Rulien
Howard Harris

- 25-72

Sentinel-Mist-Chronicle, St. Helens ---------- 2-6

Signals, Signs

Bids Asked On St. Helens TOPICS Street Projects

The State Highway Commission has called for bids on the TOPICS project for the City of St. Helens.

Due to be opened on Feb. 24, the bids will be for signing, illumination and traffic signals on Columbia Boulevard and St. Helens Street.

The TOPICS program, for which the City of St. Helens qualified, is state and federal assistance in eliminating existing traffic problems and traffic hazards. The City's share of the cost is about 20 percent, according to a spokesman for the Highway Commission.

The TOPICS project which the City Council authorized, after having a survey conducted to determine various areas of need and their approximate cost, include tne intersection at Eighteenth Street and Columbia Boulevard, the point at which the one-way grids meet, and a signing project throughout the community.

The Commission is seeking bids for a pedestrian crossing system at the Eighteenth Street intersection. One of the most heavily used intersections in the community — by both vehicles and pedestrians — it is said to be particularly difficult for pedestrians to gauge the length of the traffic signal so they can cross the street safely.

The installation of a permanent island at the point where St. Helens Street and Columbia Boulevard meet is another phase of the TOPICS program. At the present time the traffic directional equipment is temporary — barricades and sandbags — but will be made a permanent concrete island with appropriate traffic signalling devices and lighting.

The signing program is another area which City Council members felt would be most beneficial within the financial limitations of their grant. This involves the installation of a number of signs throughout the community indicating the way to major public buildings and other facilities which are used a great deal.

All three phases of the program are to be completed within 200 calendar days, according to the specifications on the bid.

A spokesman for the Highway Commission said that their estimates are kept confidential until bids are opened on the project. He indicated that after the apparent low bidder is selected, contact will be made with the City of St. Helens immediately to estimate their share of the cost. City officials have already made provisions in the budget for this item.

Eagle ---------- 2-10
Vernonia

OSH Commission Will Receive Bids Feb. 24

Bids will be received by the Oregon State Highway Commission on Thursday, February 24, in Salem, for six projects totaling an estimated $291,000.

In Columbia County this project involves signing, illumination and traffic signals on Columbia B ulevard and St. Helens Street in St. Helens. Completion time is 200 calendar days.

Spotlight - 2-17
Scappoos

OSH Commission Will Receive Bids Feb. 24

Bids will be received by the Oregon State Highway Commission on Thursday, February 24, in Salem, for six projects totaling an estimated $291,000.

In Columbia County this project involves signing, illumination and traffic signals on Columbia Boulevard and St. Helens Street in St Helens. Completion time is 200 calendar days.

Daily Jnl. of Commerce
Seattle- - - - 2-25

Traffic-signal work figured for Oregon sites

SALEM.—The Oregon Highway Commission opened bids on illumination and/or traffic-signal projects in six counties. By counties, the projects and the lowest bid on each:

Columbia: Columbia Boulevard and St. Helens Street, Christenson Electric, Inc., Portland, $30,723.

Coos: three different locations Hansen Electric Co., Coos Bay, $43,493.

Klamath: Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main Street in Klamath Falls, Sims Electric Co., Medford, $48,647.

Linn: Oak Street at Second and Park streets and on Grant Street at William Street in Lebanon, General Service Electric, Bellevue, Wash., $29,850.

Multnomah: eight intersections in Portland, Christenson Electric, Inc., Portland, $65,455.

Yamhill: Second Street - Thi Street Section of Pacific Highw in McMinnville, General Servi Electric, Bellevue, Wash., $29,850.

Journal of Commerce, Portland ---------- 2-25

Six Oregon Highway jobs

SALEM — The Oregon State Highway Commission received bids on six projects totaling $248,020.

COLUMBIA COUNTY — Christenson Electric, Portland, was the apparent low bidder at $30,724 for traffic signals on Columbia Blvd. at 18th and St. Helens Sts.

Other bidders: L. K. Comstock, Kern Division, Albany, $31,328; Stillwell-Gerard, Bellevue, $31,803; W. R. Grasle, Portland, $32,337; Graham Electric, Portland, $32,377; Olson Electric, Vancouver, $32,550; Hamilton Electric, Eugene, $33,891.

COOS COUNTY — Hanson Electric, Coos Bay, was the apparent low bidder at $43,493 for traffic signals at Wasson St., 10th and Market Ave., Coos Bay, Section of Cape Arago.

Other bidders: Steeck Electric, Medford, $47,317; Christenson Electric, Portland, $50,807; Sims Electric, Albany, $51,639; Hamilton Electric, Eugene, $52,061; L. K. Comstock, Albany, $53,510; Olson Electric, Vancouver, $55,220.

KLAMATH COUNTY — Sims Electric, Roseburg, was the apparent low bidder at $48,648 for traffic lights on Washburn Way at Shasta Way & Klamath Falls, Malin Highway at Main St., Klamath Falls.

Other bidders: Steck Electric, Medford, $50,200; L. K. Comstock, Albany, Hamilton Electric, $51,250; Christenson Electric, Portland, $54,550; Olson Electric, Vancouver, $55,553; General Service Electric, Bellevue, $57,750.

LINN COUNTY — General Service Electric, Bellevue, was the apparent low bidder at $29,850 for signals at Oak St. at Second & Park Sts. and Grant St. at Williams St. (Lebanon).

Other bidders: Steeck Electric, Medford, $30,300; Hamilton Electric, Eugene, $30,922; L. K. Comstock, Albany, $30,984; L. H. Morris Electric, Eugene, $31,420; Christenson Electric, Portland, $32,817; Olson Electric, Vancouver, $39,253.

MULTNOMAH COUNTY — Christenson Electric, Portland, was the apparent low bidder at $65,455 for Portland city wide traffic signals.

Only other bidder was W. R. Grasle, Portland, $67,627.

YAMHILL COUNTY — General Service Electric, Bellevue, was the apparent low bidder at $29,850 for traffic signals at 2nd St. and 3rd St. (McMinnville section).

Other bidders: Sims Electric, Roseburg, $31,640; Graham Electric, Portland, $32,170; Hamilton Electric, Eugene, $32,761; L. K. Comstock, Albany, $32,757; W. R. Grasle, Portland, $32,962; Christenson Electric, Portland, $33,075; Olson Electric, Vancouver, $40,835.

St. Helens Sentinel-Mist-Chronicle ---------- 2-27

TOPICS Bids Received

A Portland firm is the apparent low bidder on three projects designed to improve the traffic flow in St. Helens.

Christenson Electric, Inc., submitted what appears to be the low bid according to the Oregon State Highway Commission. Bids were opened Thursday in Salem on the project which is a cooperative effort of city, state and federal governments.

The TOPICS program specifications called for three separate projects: a city-wide signing program, a permanent concrete island at the convergence of the two one-way grids with appropriate signing and lighting, and a pedestrian walk and wait system at Eighteenth Street and Columbia Boulevard, linked to the traffic signal.

The contractor bid $30,723.50 for the three projects, plus $300 for flagging and $400 for striping. Engineering costs estimated at 14-1/2 percent amounted to $4,556 41 and preliminary engineering of $2020.09 was also charged against the project.

The total project cost amounts to $38,000. The City of St. Helens share in the program is $7,600. These funds have already been budgeted, and are available for payment at any time the state and federal agencies require.

A contract on the project should be let within a few days. The specifications called for 200 calendar days working time on the project

Feb. 1972

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-X 12-67
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1972

SUBJECT:

To: MEMO TO FILE

This letter is to serve as a file record that on February 8, I did deliver the attached material to the Specifications Unit with the request that they be transmitted to plan holders of the McMinnville and St. Helens traffic signal projects. The material will permit bidders to use catalogue numbered steel strain poles in their bid proposals.

I also requested Mr. Swenson to include the provision that shop drawings will not be required.

L. E. George
Traffic Engineer

LEG:pb

cc: R. L. Schroeder
A. E. Johnson
L. H. Young

NOTED
R. L. SCHROEDER

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities
and Cost Estimates Between Advertising
and Letting Dates

10 72

Federal-Aid Projects

Letting Date 2-24-72 Project Name Columbia Blvd at 18th & St. Helens Sts

FA No. EHS-F-5027(3) Hwy. City Streets Co. Columbia

Changes:

(1) Changed completion date to 170 calendar days

(2) changed poles to prefab type.

(3) changed bolt spec to match poles.

Discussed with BPR 2-10-72, 19__, by Galloway

BPR Recommendation: Approved

_____

_____ by W. Bryant

OSHD Action Recommended: _____

_____

_____ by _____ Date _____

_____

Action: _____

_____

_____ by _____ Date _____

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

STATE COPY

OREGON STATE HIGHWAY DIVISION

APPROVED DATE FEB 15 1972
R. E. Sin... Division Engineer
Or... Administration
Fe...
By ... District Engineer

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 10, 1972

TO PROSPECTIVE BIDDERS ON THE
COLUMBIA BLVD. AT 18TH & ST. HELENS
STS. (ST. HELENS) SIGNING, ILLUMINATION
AND TRAFFIC SIGNAL INSTALLATION PROJECT

(Bids to be opened and read
February 24, 1972)

Revision Letter No. 1

Gentlemen:

This letter is to inform you of revisions to the plans, special provisions and proposal form for the above-named project.

1. The COMPLETION TIME LIMIT for this project is changed to 170 calendar days.

2. Contrary to the plans and specifications, steel poles conforming with the following table, or approved equals, shall be used.

Pole No.	Union Metal Design No.	Weld Rite Catalog No.
1	XTC-1094-8-A25	WR-12-7-2800-25
2	FA-1108	WR-1-A
3	XTC-1006-A20	WR-11-7-1720
4	XTC-1059-10-25	WR-12-10-2800-25
Street Light Poles	28' Aluminum pole w/8' arm Design # 592C Cat. # B-804D-276C2	No Listing

Shop drawings for poles will not be required.

3. Contrary to the plans and specifications, anchor bolts of a size, bolt circle and length recommended by the manufacturer shall be used. The size and design details of concrete footings shall be as shown on the plans.

The above changes will become a part of the contract for this project by the incorporation of this letter therein.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

R. L. Schroeder
Assistant State Highway Engineer

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5027(2)

COLUMBIA BLVD. AT 18TH AND ST. HELENS STS. (ST. HELENS)

CITY STREET IN ST. HELENS, COLUMBIA COUNTY

Salem, Oregon, February 4, 1972

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$2,000.00
	Total	$2,000.00

Length of Project - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - -	$1,270.00
State Funds - - - - - - - - - - - -	365.00
City Funds - - - - - - - - - - - -	365.00
Total	$2,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 5-0601

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-2-72

FEDERAL AID PROJECT NO.
EHS-T-5027(3)

STATE PROJECT NO.
COLUMBIA BLVD AT 18TH AND ST HELENS ST. (ST. HELENS)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T 53-8

COUNTY NAME
COLUMBIA

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 2, 1972	FEBRUARY 2, 1972	PRIMARY AND SECONDARY TYPE II
		STATE ROUTE NUMBER: CITY STREETS

GENERAL LOCATION:
CITY OF ST. HELENS

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $300.00 AND PERMANENT STRIPING BY STATE FORCES IN THE AMOUNT OF $400.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $300.00
PERMANENT STRIPING BY STATE FORCES 400.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
MR. YOUNG'S 1-26-72 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE SUBJECT PROJECT. THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIALS IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

THIS AUTHORIZATION IS CONDITIONED ON ALL NECESSARY ARRANGEMENTS BEING MADE PRIOR TO CONCURRENCE IN AWARD FOR ALL NECESSARY ADJUSTMENTS OF UTILITIES BE BE UNDERTAKEN AND COMPLETED AS REQUIRED FOR PROPER COORDINATION WITH PHYSICAL CONSTRUCTION SCHEDULES.

RECEIVED FEB 11 1972 PROGRAM & PLANNING DIVISION

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-3-72	R. D. ASHLEY for R. E. Simpson	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: Vance 2-14-72

RECEIVED
JAN 2
FOR FILING

F-2120

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972. An early authorization date, to obligate EHS Funds, will be appreciated.

EHS-T-5027(3)	Columbia Blvd. at 18th and St. Helens Sts. Section (St. Helens)
EHS-T-5006(3)	Wasson St., 10th and Market Ave. Section (Coos Bay)
EHS-T-5017(3)	Oak St. at 2nd and Park Sts. and Grant St. at Williams St. (Lebanon)

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We plan to advertise the Washburn Way at Shasta Way Section (Klamath Falls), Project No. EHS-T-5015(3) for bids to be received on February 24, 1972.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

DAR:bb
Attachment

TRANSACTION NUMBER 1-97

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S JANUARY 14,

TITLE: PROGRAM & PLANNING ENGIN

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 53-B THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
53-B	EHS-T-5027(3)	0.0	36,000	22,800	COLUMBIA BLVD. AT 18TH & ST. HELENS ST. (ST. HELENS)	INSTALL T SIGNALS, SIGNS AND

1-24-72

STATE OF OREGON STATE HIGHWAY ENGINEER

1-31-

REMARKS (Division)

RECEIVED
JAN 1 1972
PROGRAM & PLANNING
DIVISION

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-24-72	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any
tion on the part of the Federal Government to provide Federal funds for the undertaking.

MBER 1-97

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

UEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	1-24-72

BY (Signature)
MR. YOUNG'S JANUARY 14, 1972 PR-9

TITLE
PROGRAM & PLANNING ENGINEER

EDERAL FUNDS
☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 53-B THRU ———

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	36,000	22,800	COLUMBIA BLVD. AT 18TH & ST. HELENS ST. (ST. HELENS)	INSTALL TRAFFIC SIGNALS, ILLUMINATION, SIGNS AND CHANNELIZATION.

1-31-72

RECOMMENDED AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	1-24-72	FOR: DIVISION ENGINEER

1-31-72

on to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
ment to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 1-97

DATE SUBMITTED TO W.O. JAN 24 1972

FORM PR-1 (REV. 4-61) 1-14-72

FEDERAL-AID P (PPM

CARD 2	REPORT NUMBER (18)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–66): City St. Col. Blvd. at 18th & St. Helens St. (St. Helens)				ADT	PRESENT ★: 10,000 / 8,700	FUTURE ★ (66)(70): 19,000 / 16,500	YEA (71): 91			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): Traf. Signal, Illum. & Sign	NATL. FOREST (63)(66)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73): 4-1 EHS	PL. AUT (74)				
CARD 4	CLASS OF FEDERAL FUNDS: TOPICS						COUNTY NAME					
	NAME OF URBAN AREA (17-31): St. Helens						ROUTE NO. T	FEDERAL-A				

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT C: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)
5					PE		City Street, Columbia Blvd. at 18th St. & at St. Helens St. in the City of St. Helens			
5					ROW		"Col. Blvd. at 18th & St. Helens Sts. (St. Helens) Section"			
5	30			3	CONST (CODE) (Safety) Y030 Y031 Y002 Y00F	3		0.0	36,000	22,800
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	36,000	22,800
1	14	PROGRAM APPROVAL DATES (16)(23)(24)								

JAN 24 1972

FHWA OREGON DIVISION

R E
COUN

☐ ENGR.
☐ OPE

T.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT *	FUTURE *	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ens St.	ADT	10,000 8,700	19,000 16,500	91	10	Oregon	35	077	53-B

T. Projects Only

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
			4-1 EHS		EHS-T-	5027	(3)		

COUNTY NAME: Columbia — CODE: 009

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. T — FEDERAL-AID — STATE: City St. — U.S.

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Install traffic signals, illum., signs and channelization.
					ROW-60' min.; Access control-none; Park. restrictions-partial.
0.0	36,000	22,800	6,600	6,600 (City)	
0.0	36,000	22,800	6,600	6,600 (City)	

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
☐ ENGR. ☑ COOR. ☐ JE ☐ AE ☑ UE
☐ UPE ☑ UE ☐ RE ☐ RPE ☐

REMARKS

*ADT entering intersection:
Top - Col. Blvd. at St. Helens St.
Bot. - Col. Blvd. at 18th St.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

COLUMBIA BLVD. AT 18TH & ST. HELENS (ST. HELENS) SECTION
PROJECT NO. EHS-T-5027(3)

Existing Facilities: Each intersection as follows:

1. Columbia Blvd. & 18th St.: Fixed time traffic control signal.
   Columbia Blvd. - East: 50' curb section, 2 lanes (E.Bd.) one-way.
   West: 48' curb section, 2 lanes (E.Bd.) one-way.
   18th Street - North: 40' curb section, 2 lanes.
   South: 34' with curb on east side only, 2 lanes.

2. Columbia Blvd. & St. Helens St./13th St.: No traffic control signal.
   Columbia Blvd. - East: 55' curb section, 2 lanes.
   West: 64' curb section, 2 lanes (E.Bd.) one-way.
   St. Helens St. - West: 50' curb section, 2 lanes (W.Bd.) one-way.
   13th Street - North: Gravel road, 2 lanes.
   South: 50' curb section, 2 lanes.
   Note: This intersection is the easterly end of the one-way couplet consisting of Columbia Blvd. (E.Bd.) and St. Helens St. (W.Bd.). St. Helens St. does not extend easterly through this intersection.

Project Data: The proposed work is as follows:

1. Columbia Blvd. & 18th St.: Update obsolete traffic control signal with semi-traffic/pedestrian actuated traffic control signal and provide necessary striping and signing. Install necessary illumination. (Type Code Y031, est. cost $22,200, & Type Code Y030, est. cost $500.)

2. Columbia Blvd. & St. Helens St./13th St.: Intersection channelization consisting of drain, curbed island, striping and signing. Install necessary illumination. (Type Code Y008, est. cost $4,100, & Type Code Y030, est. cost $900.)

3. Update existing city-wide destination signs and install necessary additional destination signing throughout City and necessary additional signs to identify the one-way couplet (Columbia Blvd.-E. Bd.; St. Helens St.-W. Bd.). All streets covered by this work are on the Primary Type I and II and Secondary Systems. (Type Code Y002, est. cost $8,300.)

Note: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division

that the intersection (Columbia Blvd. & 18th St.) has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed updated signal will better control the flow of traffic reducing substantially the number of accidents occurring at this intersection.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA May 27, 1971.

Railroads, Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and September 18, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted January 7, 1972.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 27, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being proposed to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 90% of project is on FAP Type II System.
10% of project is on FA Primary System.

NOTE: This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

MONTHLY TRANSACTION NO. 1 - 98

FORM PR-9 (REV. 6-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

DATE SUBMITTED TO W.O. JAN 25 1972

1-14-72

CARD																	
2	REPORT NUMBER (19)(20) 4	PROJECT LOCATION (45 typewriter spaces) 21 City St. Col. Blvd. at 18th & St. Helens St. 65					ADT	10,000 8,700	FUTURE (66)(70) 19,000 16,500	YE (71) 9							
3	CHARACTER OF PROPOSED WORK (35 spaces) 28 PE, Traf. Signal, Illum. & Sign 62			NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66)(68)		SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74						
4	CLASS OF FEDERAL FUNDS [1] TOPICS									COUNTY NAME							
	NAME OF URBAN AREA (17-31) St. Helens						F.A. SYSTEM Primary Type II										

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(1-4)(5)	16	41	42	43 - 46	53					(54)(55)	(59)
5					PE ROW CONST Safety		ITEM AS NOW PROGRAMED	53	T-5027(2)	City St., Col. Blvd. at 18th St. & at St. Helens St. in the City of St. Helens. "Col. Blvd. at 18th & St. Helens Sts. (St. Helens)"	0.0 0.0	2,000 36,000
										PROJECT TOTAL	0.0	38,000
5					PE ROW CONST		RE-QUESTED REVISION	53-A	T-5027(2)	Same as above	0.0	2,000
												(16)
CARD	A form PR-1 or PR-9 has been submitted Yes						PROJECT WITHDRAWN			PROJECT TOTAL	0.0	2,000

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
elens St.	ADT	10,000 8,700	19,000 16,500 91	10	Oregon	35	077	53

FOR MISCELLANEOUS FUNDS ONLY

NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
T-	5027(2)

I PROJECTS ONLY

POST MI.	DESIG.

COUNTY NAME: Columbia — CODE 009

A. SYSTEM: Primary Type II

RTE NO.: T

FEDERAL AID

STATE: City St

U.S.

TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ity St., Col. Blvd. at 8th St. & at St. Helens t. in the City of St. elens. "Col. Blvd. at 18th & St. elens Sts. (St. Helens)"	0.0 0.0	2,000 36,000	1,270 22,800	365(City) 365 6,600(City) 6,600	PE all phases; Install traffic signals, illum., signs and channelization.
PROJECT TOTAL	0.0	38,000	24,070	13,930	
ame as above	0.0	2,000	1,270	365 365(City)	PE all phases.
PROJECT TOTAL	0.0	2,000	1,270	730	

RECEIVED
COUNTY & CITY SECTION
JAN 6 1972
☐ ENGR. ☑ OPER. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST F
OF INDIVIDUAL PRO
(PPM 21.

CARD 2 — REPORT NUMBER (18) (20) | PROJECT LOCATION (45 typewriter spaces) 21 65 | ADT | | FUTURE (66) (70) (7

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces) 28 62 | NATL. FOREST (63) (68) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (60) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AU 74

CARD 4 — CLASS OF FEDERAL FUNDS [1] | COUNTY NAME

NAME OF URBAN AREA 17-31 | F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43 - 46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (64) (68)	TOTAL COST (69)
1	(14-15)	16	41	42								
5					PE ROW CONST Safety		Re-quested Revi-sion	53-B	EHS-T-5027(3)	City St., Col. Blvd. at 18th St. & at St. Helens St. in the City of St. Helens "Col. Blvd. at 18th & St. Helens Sts. (St. Helens)"	0.0	36,000
										PROJECT TOTAL	0.0	36,000
5					PE ROW CONST		RE-QUESTED REVISION					
										PROJECT TOTAL		(16)

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

CARD 1 — COLUMN 14 ⟶ CODE 11 | CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To split proj. as orig. progr
T-5027(2), PE all phases and Item 53-B, Proj
& channel. This action is being taken in or
5027(3) may be programed and obligated under

DATE OF INITIAL APPROVAL: September 3, 1971

OTHER:

PROGRAM REVISION REQUESTED

DATE: January 14, 1972

SIGNATURE:

Programing Engineer

RECOMMENDE

DATE

SIGNATURE

TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	ADT		FUTURE YEAR (66)(70)(71)(72)	REGION (74)(75)	STATE NAME	STATE CODE (2)(3)	APPN. CODE 4 6	ITEM NO. (14)(16)
65								

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
TE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24)(26)	DESIG. 27

	COUNTY NAME	CODE
		14

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)

TERMINI	MILES (54)(58)	PROJECT COST TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
City St., Col. Blvd. at 18th St. & at St. Helens St. in the City of St. Helens "Col. Blvd. at 18th & St. Helens Sts. (St. Helens)"	0.0	36,000	22,800	6,600(City) 6,600	Install traffic signals, illum., signs and channelization.
PROJECT TOTAL	0.0	36,000	22,800	13,200	
		(10)(23)	(24)(33)		
PROJECT TOTAL					

RECEIVED
COUNTY & CITY SECTION
JAN 6 1972
☐ CNGR. ☑ [illegible] ☐ [illegible] ☐ AB ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

REASON FOR CHANGE: To split proj. as orig. programed into two separate projects as Item 53-A, Proj. T-5027(2), PE all phases and Item 53-B, Proj. EHS-T-5027(3), install traffic signals, illum., signs & channel. This action is being taken in order that the physical construction of Proj. EHS-T-5027(3) may be programed and obligated under IM 30-5-71, "Emergency Hwy. Safety Program", par. (a).

REVISION REQUESTED	RECOMMENDED	APPROVED
y 14, 1972	DATE	DATE JAN 24 1972
	SIGNATURE	SIGNATURE Original signed by Glen L. Green
ineer	TITLE	TITLE Engineering Coordinator

gs, show both classes of funds involved.

FHWA OREGON DIVISION

USCOMM-DC 46868-P61

Via Dist. of 1972 at St. Hwy Dept.

Cost Estimate

No.	Item	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		4,000
2	Concrete Islands	Cu. Yd.	34	55	1,870
3	Painted Wood Sign Posts	Lump Sum	All Req'd		250
4	Metal Sign Post Footings	Lump Sum	All Req'd		756
5	Metal Sign Posts	Lump Sum	All Req'd		3,500
6	Type "C", "D" and "E" Signs in Place	Sq. Ft.	383	5	1,915
7	Type "U" Signs in Place	Sq. Ft.	131	6	786
8	Roadway Illumination Installation, Complete	Lump Sum	All Spec		4,700
9	Traffic Signal Installation, Complete	Lump Sum	All Spec		15,700
			Subtotal		31,471
	Clearing	300'			
	Fence Staying	400'			700
					32,171
					1,664
	14% Engr. & Contg.				5,000
					38,835

RECEIVED
COUNTY & CITY SECTION
JAN 20 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Final Voucher

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

1-14-72

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. I-5027-7 (2)

VOUCHER PERIOD: FROM 9-3-71 TO 1-14-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$2,434.09	$2,282.43	53.56%	$1,514.31	$1,270.00	$244.31	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skeen
Controller

$244.31

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	COLUMBIA BLVD. AT 18TH AND ST. HELENS STS. (ST. HELENS)					
	COLUMBIA COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All	Required		$2,382.49	
	Total Preliminary Engineering Cost				$2,382.49	
	Total Participating Cost				$2,382.49	
	Nonparticipating Items					
	Audit Expense	All	Required		$ 51.60	
	Total Nonparticipating Cost				$ 51.60	
	Total Cost				$2,434.09	

AMOUNT CARRIED FORWARD...

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

COLUMBIA BLVD. AT 18TH AND ST. HELENS STS. (ST. HELENS)

I-5027 (2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P.E.	$2,434.09	$1,514.31	0.00 Mile

FORM PR-1240
(Rev. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5027(2)

STATE PROJECT NO.
COLUMBIA BLVD. AT 18TH ST. & ST. HELENS ST. (ST. HELENS)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
1-11-72

PROGRAM NO.

ITEM NO.
T-53

COUNTY NAME
COLUMBIA

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS, STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JANUARY 7, 1972	PRIMARY TYPE II ROUTES
		STATE ROUTE NUMBER: CITY STREETS

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [x] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AUTHORIZATION TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL WAS GRANTED WITH OUR SEPTEMBER 3, 1971 PROGRAM APPROVAL LETTER.

RECEIVED
JAN 14 1972
PROGRAM & PLANNING DIVISION

1-13-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS
1-14-72

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-11-72	G. H. Green	FOR: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Cox

OREGON STATE HIGHWAY DIVISION

7700

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 11, 1972

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon 97051

Re: TOPICS Project T-5027(2)
Columbia Blvd. @ 18th St.
and St. Helens St.

Dear Mr. Mickelson:

In the original application for the subject project, the City requested that a raised concrete traffic island be installed on Columbia Blvd. at St. Helens Street.

This type of installation runs contrary to State Highway Division policy and our Traffic Section recommended that a painted island be substituted.

A subsequent phone call to you indicated that the City prefers the raised island.

This letter is to confirm that the raised concrete island will be installed as originally requested by the City.

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt

bc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
L. W. Rulien

NOTED
R. L. SCHROEDER

Form E-123

File No. File
Rd. No. _____ M.P. _____
City of _____
Streets _____
Rural _____ Urban _____

Salem, Oregon 97310
December 17, 1971

Bill Zirbes
Sign & Signal Engineer
O F F I C E

TOPICS Project
Columbia Boulevard @
18th & St. Helens St.
St. Helens

The above project is Item #5 on the February 24, 1972 schedule of contracts and consists of the installation of signs, traffic signals and island construction at the beginning of the one-way couplet.

The City's TOPICS application and the design from the Design Section shows a raised island. The Design Section has asked that we include this island on our plans inasmuch as there is no other grading or paving.

On our plan we will show this island to be paint and not raised concrete.

Val Johnson
Traffic Control Engineer

VPJ:njc

cc: Harry Esch

Ltr to city

NOTED
L.E. GEORGE

NOTED
BRUCE TAYLOR

Call Bert

710-1-397-3373

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-7-72	COUNTY Columbia
		PROJECT NO. F-5027(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street Cal. end. at 18th & St. Helens St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — Field Work	1-7-72 9-3-71	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS ... 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,000	$ 1,270

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Hwy. Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
R. F. ... (Division Engineer)

Date executed by
Division Engineer _____

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

7700

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: January 7, 1972

In reply refer to: 10-35-FA

SUBJECT: Oregon Project T-5027(2)
Columbia Blvd. at 18th & St. Helens St (St. Helens)
Location/Design Approval

NOTED
F. B. KLABOE

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject Topics project as requested in Mr. Klaboe's December 22, 1971 letter.

1-13-72

cc: L. N. Young
Frank Hall
N. S. Coy

1-13-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

TOPS

FORM M-80-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1972

To: MEMO TO FILE

SUBJECT: Traffic Signal & Illumination
St. Helens
TOPICS

The writer contacted Mr. L. W. Michelson, City Recorder for St. Helens on Monday, January 3, 1972, concerning the paint (yellow) specified in their TOPICS application. Mr. Michelson stated that it would be permissible to furnish the galvanized poles and that the City would paint them later if there was a need.

William R. Zirbes
Sign & Signal Engineer

WRZ:pb

dc: Dick Unrein

RECEIVED
COUNTY & CITY SECTION
JAN - 3 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

7700

SENTINEL-MIST-CHRONICLE

December 27, 1971

St. Helens, Oregon 97051

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of St. Helens, Columbia County, Oregon, relative to State's proposed plans for revisions of traffic signal installations within the city of St. Helens.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, December 30, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. L. W. Rulien, Region Engineer in Milwaukie, 654-7741, ext. 262.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice

cc: City of St. Helens
Federal Highway Administration
Program and Planning, 2
Accounting: 5107-608-04
County and City Section
Public Affairs
L. W. Rulien, Region Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
F. L. Hall
R. N. Chase
F. B. Crandall

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of St. Helens and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for replacement or revisions of traffic control signals on Columbia Blvd. at 18th Street, channelization and illumination on Columbia Blvd. at St. Helens Street, and upgrading signing throughout the city of St. Helens, Columbia County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * * *

DNH:ljt
12/27/71

ST. HELENS, Sentinel-Mist-Chronicle

RECEIVED
FOR FILING
7700

December 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem OR 97308

Location/Design Approval
Columbia Blvd. at 18th St. &
St. Helens St. (St. Helens)
Project T-5027(2)
Columbia County

Dear Mr. Simpson:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The locations are the existing intersections of Columbia Boulevard with 18th Street and St. Helens Street in the city of St. Helens.

b. The design consists of (a) upgrading the traffic signals at 18th Street to MUTCD standards for traffic and pedestrian activation, (b) concrete island and striping channelization at St. Helens Street for vehicles and pedestrians and one-way street system signing, (c) upgrading of one-way and destination signing at points throughout the city to present signing standards.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section memo of December 21, 1971).

1 copy City of St. Helens "TOPICS Project Request" dated May 14, 1971.

The Highway Division, having considered all of the data, as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and September 18, 1970 respectively.

Environmental statement requirements waived under FHWA Memorandum dated July 27, 1971.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8.

We further request your authorization to proceed with the PS&E phase of preliminary engineering for final plan preparation, etc., as programmed under the subject Project T-5027(2).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encl.

RNC:dg
bc R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 21, 1971

To: Mr. L. H. Young
Program and Planning Engineer
B U I L D I N G

Attn: Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5027(2)
Columbia Blvd. @ 18th St. &
St. Helens St.
City of St. Helens

Processing for location/design approval for the subject project is requested.

STUDY REPORT

LOCATION: The intersections of Columbia Blvd. with 18th Street and St. Helens Street. Also various locations throughout the city.

DESIGN: Upgrade obsolete fixed-time traffic control signal on Columbia Blvd. at 18th Street to a traffic and pedestrian actuated signal. Construct raised concrete traffic island on Columbia Blvd. at 18th Street and install intersection illumination. Upgrade existing one-way grid and destination signing throughout the city.

This project is expected to relieve traffic congestion problems and to reduce driver confusion and accident potential, thereby providing a safer and more efficient flow of traffic.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

NOTED
A. P. ASBURY

RECEIVED
DEC 23 1971
PROGRAM & PLANNING
DIVISION

SP*52478-734

RECEIVED
FOR FILING
7700

MEMO TO FILES

December 21, 1971

Re: TOPICS Project T-5027(2)
Columbia Blvd. @ 18th St. &
St. Helens Street
City of St. Helens

This project consists of traffic signal modification, intersection channelization and illumination, and signing.

Footpaths and bike trails will not be established as part of this project as per Section 2(1) of ORS Chapter 366. There will be no highway, road or street construction, reconstruction or relocation involved.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

NOTED
F. B. KLABOE

December 1, 1971
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 3 1971
ENGR. COOR. GE AE UE
UPE CE RE RPE

Mr. L. W. Michelson
City Recorder
City Hall
St. Helens, Oregon 97051

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Columbia Boulevard (TOPICS)

Section Columbia Blvd. @ 18th & St. Helens Streets: Grade, Pave, Signals & Sign

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

Dec. 2, 1971
(date)

By L. W. Michelson
City Recorder

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 24, 1971

To: Mr. Victor D. Wolf
Location Engineer
Salem

SUBJECT: Columbia Blvd. - 18th Street
St. Helens Street - 13th Street
Topics Project Survey
5-0601

Enclosed find reproducible detail map prepared by Resident Engineer Cochell, for the proposed traffic signal installation at the subject locations in the City of St. Helens. This map details the existing facilities and improvements at the intersections. No attempt has been made to locate the signal poles or design the signal system.

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/bd
enc
cc: J. Cochell

RECEIVED
NOV 29 1971
LOCATION
SECTION

To County City
11-30-71
CARSTENSEN

12-1-71
MAP to Traffic
cc: FL Hall

RECEIVED
COUNTY & CITY SECTION
NOV 30 1971
ENGR. COOR. AE UE
UPE CE RE RPE

11-8-71

cc: L.W. Rullen
C.G. Swenson
R.N. Chase
T.W. Litchfield
J.R. Oakes

RECEIVED
COUNTY & CITY SECTION

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5027(2)

Project Name Columbia Blvd @ 18th St.
& St. Helens Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 2nd day of November, 1971.

City of St. Helens

Rod Norwood
Mayor

L.W. Mickelson
Recorder

T

11-8-71
CC: F.B. CRANDALL
L.W. RULIEN
C.G. SWENSON
I.N. CHASE
W.N. BRYANT - FHWA

11-5-71

RECEIVED
COUNTY & CITY SECTION
NOV - 5 '71

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5027(2)
Project Name: Columbia Blvd. @ 18th St. & St. Helens Blvd.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at City Shop. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at St. Helens, Oregon, this 2nd day of November, 1971.

CITY OF ST. HELENS

By Noel Norwood

Title Mayor

By L.W. Mickelson

Title City Recorder

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

RECEIVED
OCT 18 1971

7700

October 13, 1971

City of St. Helens
City Hall
St. Helens, Oregon 97051

Attention: L. W. Michelson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4334

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering Columbia Boulevard at 18th Street and St. Helens Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202

October 1, 1971

To: Mr. James Cocheil
Resident Engineer
Tigard

SUBJECT: TOPICS Projects
Region 1

The cities of Forest Grove and St. Helens have applied and received approval for TOPICS Projects. These projects consist of signalization, illumination and some reconstruction for channelization. Attached are Authority for Survey on these two jobs. Please acquaint yourself at an early date with the field data needs, obtain same, and submit. Ron Failmezger is available to review the traffic details.

L. W. Rulien
Regional Engineer

LWR/cr
Attachments
cc Frank Hall
F. B. Crandall
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
OCT - 4 1971
UPE GE RE RPE

RECEIVED
COUNTY & CITY SECTION
OCT - 4 1971

Form E-39

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

T

Section ~~Intersection of Columbia Blvd. & 18th~~ COLUMBIA BLVD. & 18TH ST. (ST. HELENS) Date July 27, 19 71

Highway ~~Columbia Boulevard~~ CITY STS. Authorization No. 1

County Columbia Region 1 Survey Prefix 5-0601 (Assigned by Salem office)

Description of termini, route, length, etc.:

Columbia Blvd. (FAP Type II) @ 18th Street (FAP Type II) and St. Helens Street (FAP Type II) (St. Helens) Section

Upgrade obsolete fixed traffic control signal to traffic and pedestrian actuated on Columbia Blvd. @ 18th Street.

Channelize intersection of Col. Blvd. and St. Helens to provide one-way couplet.

Provide additional illumination on Col. Blvd. @ 18th Street and @ St. Helens.

Upgrade existing and install new one-way grid and destination signing throughout City.

Purpose of survey:

To perform field survey, prepare plans, estimates of cost, and specifications.

RECEIVED
COUNTY & CITY SECTION
SEP 13 1971
☐ ENGR. ☑ COOR. ☑ LE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Estimate of cost:

Field Survey	901	~~xxxxxx~~	1,500
Plans	905		500
~~xxxxx~~	907		
~~xxxxxxx~~	~~910~~	~~0~~	
~~xxxxxxx~~ Traffic	911	~~xxxx~~	500
Utility	914		200
Specifications	921		150

T-5027(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 2,850.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Kenny J. Dayton Proj. Des. Engr.
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

L. Hall
Design Construction Engineer

Approved:

B B Kleton
Ass't State Highway Engineer

SP*52449-734

PROGRAM & PLAN. DIV.
P. E. APPR. 9-3-71
FED. - AID T STATE ---------- BEN GIFFORD

September 23, 1971

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon 97051

Re: TOPICS Project T-5027(2)
Columbia Blvd. @ 18th Street and
St. Helens Street

Dear Mr. Mickelson:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on September 3, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
ENGR. COOR. LE AE UE
UPE CE RE RPE

TRANSACTION NUMBER 9-5

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S AUGUST 24,

TITLE: PROGRAM & PLANNING ENG

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 53 THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
53	T-5027(2)	0.0	38,000	24,070	LOCATION COLUMBIA BLVD AT 18TH AND ST. HELENS ST. (ST. HELENS) PRELIMI ENGINEE SIGNALS SIGNS A

9-3-71

Young 9-13-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCAT APPROVAL.

RECEIVED
SEP 1 4 1971
PROGRAM & PLANNING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-3-71	for R. E. SIMPSON, DIVISION EN

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any tion on the part of the Federal Government to provide Federal funds for the undertaking.

cc Cot 9-14-71

CTION NUMBER 9-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	9-3-71

BY (Signature)
MR. YOUNG'S AUGUST 24, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 53 THRU

S.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
	0.0	38,000	24,070	COLUMBIA BLVD AT 18TH AND ST. HELENS ST. (ST. HELENS)	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS, ILLUMINATION SIGNS AND CHANNELIZATION.

Young 9-13-71

NOTED TOM EDWARDS

ED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN

1932

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	9-3-71	for R. E. SIMPSON, DIVISION ENGINEER

Chas

horization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- Government to provide Federal funds for the undertaking.

cc Cox 9-14-71

GPO 927-954

RECEIVED
AUG 30 1971
FOR FILING
7760

August 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 53, Project No. T-5027(2), "Columbia Blvd. at 18th and St. Helens Streets (St. Helens) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phases of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P. S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 2 Clearinghouses' review under working agreements dated April 28, 1970 and September 18, 1970 respectively.

Public Hearings are not required under provisions of paragraph 6c of PPM 20-8.

Environmental statement requirement was waived by FHWA (Division) memorandum dated July 27, 1971, for this project under the provisions of paragraph 3f(3) of PPM 21-18.

The traffic control signal work to be accomplished under this project qualifies as safety improvement under PPM 21-16.

Enclosed is a copy of a sketch map showing the extent of the proposed signing work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-24-71

FEDERAL-AID (PPM

CARD 1 — REPORT NUMBER (19)(20): 1

PROJECT LOCATION (45 typewriter spaces) 21–65: City St. Col. Blvd. at 18th & St. Helens St. (St. Helens)

ADT — PRESENT *: 10,000 / 8,700 — FUTURE *: 19,000 / 16,500 (66) — YEA (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: P.E., Traf. Signal, Illum. & Sign

NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AU (74)

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME: Co

NAME OF URBAN AREA 17-31: St. Helens

ROUTE NO. T | FEDERAL-A

CARD 5	LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST TOTAL ESTIMATED COST (59–66)	ESTIMATED PROJECT COST FEDERAL FUNDS (67)
1					PE		City Street, Columbia Blvd. at 18th St. & at St. Helens St. in the City of St. Helens	0.0	2,000	1,270
5					ROW		"Col. Blvd. at 18th & St. Helens St's. (St. Helens) Section"		22,200	14,100
5					CONST (CODE) Safety			0.0	13,800	8,700
							PROJECT TOTALS	0.0	38,000	24,070

8-24-71

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

FHWA 9-3-71

(16) (23)(24)

* ADT entering intersection:
Top - Col. Blvd. at St. Helens St.
Bot. - Col. Blvd. at 18th St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-24-71

		PRESENT *	FUTURE *	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
elens St. (65)	ADT	10,000 8,700	19,000 16,500 (66)	91 (70)(71)(72)	08	Oregon	35 (2)(3)	077 (4)(9)	53 (14)(19)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	T- 5027 7 13	(2)	(24) (26)	27

COUNTY NAME: Columbia — CODE: 009 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. T — FEDERAL-AID (32) — STATE: City St. (36)(37) — U.S. (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
0.0	2,000	1,270	365	365 (City)	P.E. all phases; Install traffic signals, illum., signs and channelization.
	22,200	14,100	4,050	4,050 (City)	ROW - 60' min.; Access control - none; Parking Restrictions - partial.
0.0	13,800	8,700	2,550	2,550 (City)	
0.0	38,000	24,070	6,965	6,965 (City)	

(16) (23) (24) (33)

REMARKS

Preliminary Engineering:
Field Work - $1,000
PS & E Prep - 1,000

* ADT entering intersection:
Top - Col. Blvd. at St. Helens St.
Bot. - Col. Blvd. at 18th St.

USCOMM DUSCOMM-DC 48905-P61

COLUMBIA BLVD. AT 18TH & ST. HELENS (ST. HELENS)
PROJECT NO. T-5027 (2)

Existing Facilities: Each intersection as follows:

1. Columbia Blvd. & 18th St.: Fixed time traffic control signal.
   Columbia Blvd. - East: 50' curb section, 2 lanes (E. Bd.) one-way.
   West: 48' curb section, 2 lanes (E. Bd.) one-way.
   18th Street - North: 40' curb section, 2 lanes.
   South: 34' with curb on east side only, 2 lanes.

2. Columbia Blvd. & St. Helens St./13th St.: No traffic control signal.
   Columbia Blvd. - East: 55' curb section, 2 lanes.
   West: 64' curb section, 2 lanes (E. Bd.) one-way.
   St. Helens St. - West: 50' curb section, 2 lanes (W. Bd.) one-way.
   13th Street - North: gravel road, 2 lanes.
   South: 50' curb section, 2 lanes.
   Note: This intersection is the easterly end of the one-way couplet consisting of Columbia Blvd. (E. Bd.) and St. Helens St. (W. Bd.). St. Helens St. does not extend easterly through this intersection.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Columbia Blvd. & 18th St.: Update obsolete traffic control signal with semi-traffic/pedestrian actuated traffic control signal and provide necessary striping and signing. Install necessary illumination. (Type code Y031, est. cost $22,200, & type code Y030, est. cost $500).

3. Columbia Blvd. & St. Helens St./13th St.: Intersection channelization consisting of drain, curbed island, striping and signing. Install necessary illumination. (Type Code Y008, est. cost $4,100, & type code Y030, est. cost $900).

4. Update existing city-wide destination signs and install necessary additional destination signing throughout City and necessary additional signs to identify the one-way couplet (Columbia Blvd. -E. Bd.; St. Helens St. - W. Bd.). All streets covered by this work are on the Primary Type I and II and Secondary.

Note: The proposed ... it is the opinion of the ... Blvd. & 18th St.) has ... qualify under provisi... experienced a high n... control the flow of tra... this intersection.

Additional Right-of-W...

System Action: ...

Railroads, Airports, ...
None involved.

Relocation Assistance ...
required.

Clearinghouse Approv...
April 28, 1970 and Sep...

Public Hearings: Non...

Environmental Impact ...
July 27, 1971.

Control of Utilities: ...
control the use by Util...
is being proposed to c...

Data for PR-37: 90% ...
10% ...

VD. AT 18TH & ST. HELENS (ST. HELENS) SECTION
PROJECT NO. T-5027 (2)

signal.
Bd.) one-way.
Bd.) one-way.

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Bd.) one-way.
Bd.) one-way.

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nd provide neces-
ion. (Type code
$500).

on channelization
g. Install necessary
ype code Y030,

l necessary additional
itional signs to
St. Helens St. -
Primary Type I and

II and Secondary Systems. (Type Code Y002, est. cost $8,300).

Note: The proposed signal work is classified as "Safety Improvement Work" be se it is the opinion of the City and State Highway Division that the intersection (Columbia Blvd. & 18th St.) has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed updated signal will better control the flow of traffic reducing substantially the number of accidents occuring at this intersection.

Additional Right-of-Way: None required.

System Action: ~~Tentative~~ FAP Type II System approved by FHWA May 27, 1971.

Railroads, Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payments: None involved as additional Right-of-Way is n required.

Clearinghouse Approval: State and District 2 exempt under working agreements dated April 28, 1970 and September 18, 1970 respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 27, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being proposed to comply with paragraph 6d (1) of PPM 30-4.1.

Data for PR-37: 90% of project is on FAP Type II System.
10% of project is on FA Primary System.

MEMO TO R. N. CHASE

DATE: August 2, 1971

TOPICS PROJECT PROGRAMING

CITY: St. Helens SECTION: Columbia Blvd. @ 18th St. and St. Helens St.

PROPOSED WORK Signals, channelization, and signs

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	36,000	21,600	7,200	7,200	
P.E.	2,000	1,200	400	400	
		FIELD 1,000		P.S.& E. Preparation	1,000

EXISTING FACILITIES:

Columbia Blvd. - 48'-55' curb to curb, 2 lane, one-way eastbound (18th St. to St. Helens St.)
18th St. - 40' curb to curb, 2 lane, two-way
St. Helens St. - 50' curb to curb, 2 lane, one-way westbound

PROJECT DATA:

Upgrade obsolete fixed time traffic control signal to traffic actuated and pedestrian actuated signal on Columbia Blvd. @ 18th Street.

Channelize intersection of Columbia Blvd. and St. Helens St. to provide for separation into one-way couplet.

Provide additional intersection illumination on Columbia Blvd. at 18th St. and at St. Helens Street.

Upgrade existing and install new one-way grid and destination signing throughout City.

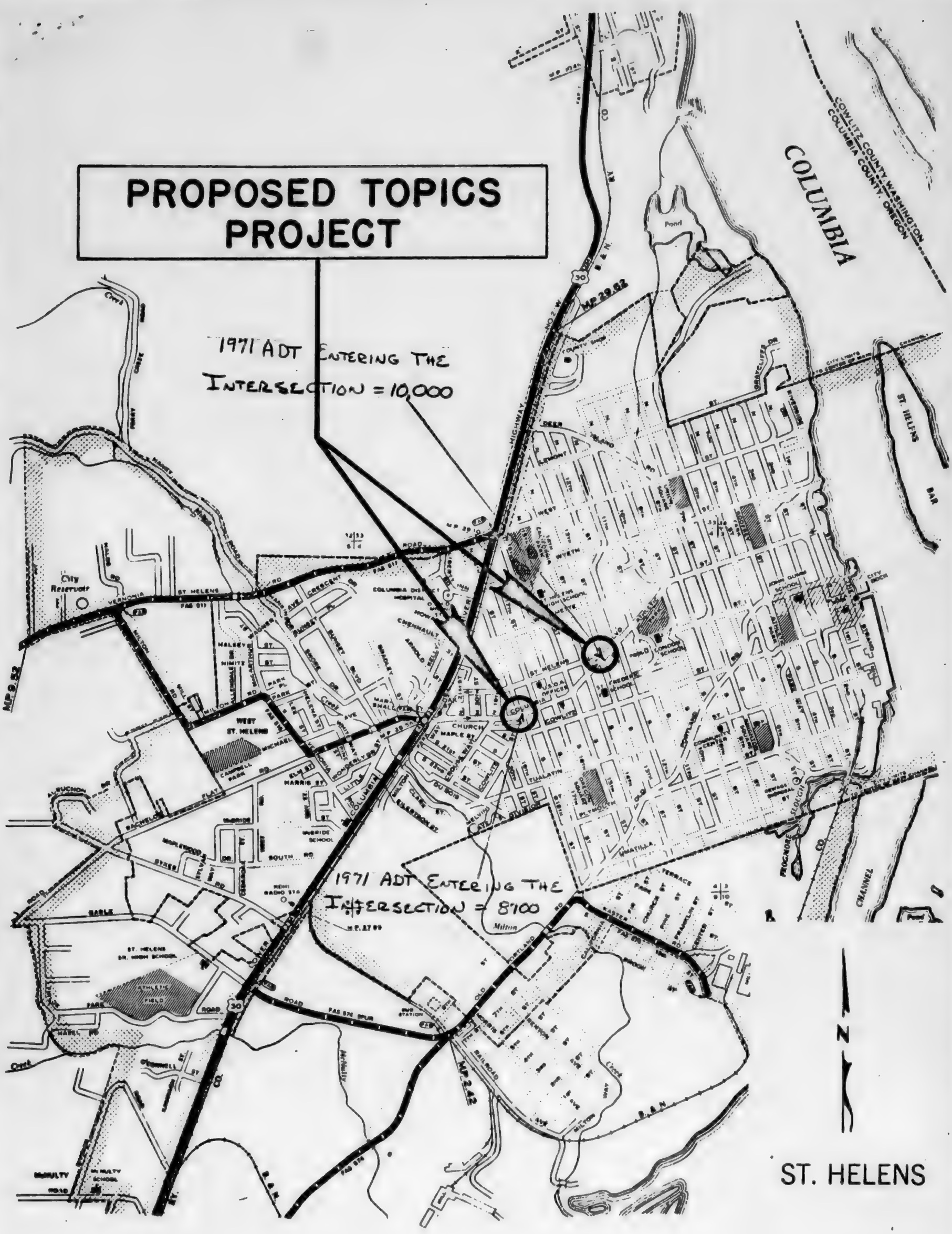
ENVIRONMENTAL STATEMENT: Waived by FHWA July 27, 1971
PROJECT NO.: T-5027( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA May 27, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP Type II
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted September 18, 1971
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: No parking allowed on Columbia Blvd. in the intersection area at 13th St. and St. Helens St.

ADT: See enclosed map

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
7/6/71

PROPOSED TOPICS PROJECT



Form E-39

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Intersection Col. Blvd. & 18th St.~~ COLUMBIA BLVD & 18TH ST (ST. HELENS) Date July 27, 1971

Highway ~~Columbia Boulevard Topics P~~ CITY STS. Authorization No. 1

County Columbia Region 1 Survey Prefix 5-0601 (Assigned by Salem office)

Description of termini, route, length, etc.:

Columbia Blvd. (FAP Type II) @ 18th Street (FAP Type II) and St. Helens Street (FAP Type II) (St. Helens) Section

Upgrade obsolete fixed traffic control signal to traffic and pedestrian actuated on Columbia Blvd. @ 18th Street.

Channelize intersection of Col. Blvd. and St. Helens to provide one-way couplet.

Provide additional illumination on Col. Blvd. @ 18th Street and @ St. Helens.

Upgrade existing and install new one-way grid and destination signing throughout City.

Purpose of survey:

To perform field survey, prepare plans, estimates of cost, and specifications.

Estimate of cost:

Field Survey	901	~~xxxxxxx~~	1,500
Plans	905		500
~~xxxxx~~	907		
~~xxxxxxx~~	~~910~~	~~0~~	
~~xxxxxxx~~ Traffic	911	~~xxxx~~	500
Utility	914		200
Specifications	921		150

T-5027(2)

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 2,850.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . . ..

Total all authorizations approved (Salem) . . ..

Requests made by:

Kenny J. Dayton Reg. Des. Engr.
Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Design Construction Engineer

Approved:

Ass't State Highway Engineer

SP*52449-734

PROGRAM & PLAN. DIV.
P. E. APPR. 9-3-71
FED. - AID I STATE ..... BEN GIFFORD

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 27, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5027(-)
Columbia Blvd. @ 18th St. and
St. Helens Street
City of St. Helens

Waiver of environmental statement requirements in accordance with Section 3f(3) of PPM 21-18 is approved as requested in Mr. Bladorn's July 13 letter.

We concur the impact of this minor improvement project will be negligible.

8-2-71
REFERRED TO
[signature]
ASST STATE HWY ENGR

RECEIVED
JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

NOTED
R. D. ASBURRY
8-3-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7700

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5027( )
Columbia Blvd. @ 18th St. and
St. Helens Street
City of St. Helens

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project involves traffic signal modification, intersection channelization and illumination, and traffic control signing.

All work will be done within the existing right-of-way. There will be no change in access and only a minor restriction of parking in the intersection areas. No trees will be involved.

Due to the limited nature of the project, its social, economic and environmental impact on the area will be negligible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for H. S. Cox
County and City Engineer

RB:lat
cc: R. L. Porter
F. B. Klaboe
L. H. Young

Form E-123

7-1-71

Sentinel Mist-Chronicle
St. Helens---------6-6

TOPICS Program Okayed

Approval has been given to the five-part program which the City of St. Helens has submitted for TOPICS funding.

A notice from the Oregon State Highway Department states that the federal agencies responsible for final approval of the funding have given their OK to the programs as submitted.

St. Helens stands to collect about $30,000 for three separate years. These state and federal funds are to be used for improvement of existing traffic problems.

St. Helens, through Whiteley-Jacobsen and Associates and Coddingham and Associates, has recently completed a study of major traffic problem areas in the community.

The five recommendations for improvement included:

- a permanent traffic divider and marking system at the intersection of Columbia Boulevard, Thirteenth Street and St. Helens Streets where the one way grids meet.
- an overall destination signing program for the city, showing the locations of various public buildings and the like.
- a pedestrian crossing at Eighteenth Street and Columbia Boulevard, including walk and wait signs synchronized with the traffic signals.
- improvement of the traffic flow at the intersection of Highway 30 and Columbia Boulevard.
- improvement of the traffic flow at the intersection of Highway 30 and St. Helens Street.

These latter two items, Whiteley suggested to Council members, could probably not be accomplished within the funding which will be available, since they will be a major expense.

Spotlight----------7-1
Scappoose

St. Helens Gets Okay For Federal-Aid Funds

The Oregon State Highway Commission at its June 22 meeting, approved 21 new project requests for Federal-aid Traffic Operations Program to increase Capacity and Safety (TOPICS) from 16 cities for a total programmed amount of $801,050, with an estimated cost to the state of $160,210.

The following six cities have requested development of areawide TOPICS plans by consultants: Coos Bay, Forest Grove, Hillsboro, Klamath Falls, Lebanon, and St. Helens. The other 15 projects involve physical improvements.

Two projects are listed for the City of St. Helens:

First: St. Helens areawide TOPICS Plan, $4,600; second Columbia Blvd. at 18th Street and St. Helens Street. Signal, channelization, and signs, $38,000.

Daily Journal of Commerce, Portland-----7-14
COMMUNITIES LISTED

Safety projects OKd

SALEM — The Oregon State Highway Commission has approved 21 new project requests for Federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS) from 16 cities for a total programmed amount of $801,050, with an estimated cost to the State of $160,210.

The following six cities have requested development of areawide Topics plans by consultants: Coos Bay, Forest Grove, Hillsboro, Klamath Falls, Lebanon, and St. Helens.

The other 15 projects involve physical improvements.

Five have two

Following are the cities and programmed amounts. Five cities have two projects each.

Astoria—9th St.-14th St., Marine Drive-Commercial St. Couplet. Signals, $48,000.

Baker—4th St.-Estes Ave., La Grande-Baker Highway and Bak-er-Unity Highway. Signals, grading and paving, $78,000.

Bend — Hill St. at Portland Ave. Widening and channelization, $16,000.

Coos Bay—Two projects. First, Coos Bay Urban Area with an Areawide Topics plan, $19,750, second, Wasson St., 10th St., and Market Avenue, Cape Arago Empire-Coos Bay, and Oregon Coast Highways. Signals and channelization, $59,000.

Signals, Widening

Forest Grove — Two projects. First, Areawide Topics plan, $5,300; second, Gales Creek Rd. at "E" St., and Pacific Ave. at "B" St. Signal, widening, channelization, illumination, $44,000

Hillsboro—Two projects. First, Areawide Topics plan, $8,900; second, Tualatin Valley Hwy. at S.E. Minter Bridge Rd. Traffic signal, railroad gates, channelization, and illumination, $60,000.

Klamath Falls—Two projects. First, Areawide Topics plan, $14,000; second, Shasta Way, Main St., and Oregon Ave. Washburn Way, Klamath Falls-Malin Hwy. and Upham St. Signals, widening, channelization and illumination, $68,000.

Area plan

LaGrande—Oak St.-Willow St., LaGrande-Baker Hwy. Signals, grading, paving and signs, $45,000; Lebanon — An Areawide Topics plan for the urban area, $8,500; McMinnville—2nd St.-3rd St., Adams St.-Baker St. Couplet. Signals, $88,000; North Bend — Newmark St.-South City Limits, Broadway St. Widening, $55,000; Ontario—S.W. 3rd Ave.-S.W. 5th Ave., S.W. 9th St. and S.W. Park Blvd. Signals, grading and paving, $42,000.

Oregon City—Cascade Hwy. at Pearl St. and at Warner-Milne Rd. Signals, $50,000; Pendleton — S.W. Frazer Ave.-S.W. Goodwin Ave. S. Maine St. Railroad gates, $39,000.

St. Helens — Two projects. First, St. Helens Areawide Topics plan, $4,600; second, Columbia Blvd at 18th St. and St. Helens St. Signal, channelization, and signs, $38,000

The Dalles 4th St. at Union and Washington Streets, and Kelly St. at E. 10th St.-E. 12th St. Signals and widening, $60,000.

Sentinel-Mist Chronicle, St. Helens--------7-4

TOPICS Plan Gets Approval

Approval has been given to the TOPICS program submitted by the City of St. Helens.

The Oregon State Highway Commission added their stamp of approval to the plan last week in Salem. City Council members in St. Helens and the federal government had already given approval to the proposal.

The TOPICS — Traffic Operations Program to Increase Capacity and Safety — program is 60 percent federally funded, 20 percent state funded, and 20 percent city-funded.

Two projects have been given approval. The first is the St. Helens Areawide TOPICS plan, which amounts to $4,600. This plan has already been completed, and was the basis for the requests which the city submitted on programs which should be completed to produce a better traffic flow in the community.

Some $38,000 was allocated to St. Helens for the programs suggested — improvement of the traffic flow at the intersection of St. Helens Street and Columbia Boulevard at Thirteenth, where the one way grids meet; installation of a pedestrian walk-and-wait light system at Columbia Boulevard and Eighteenth Streets, and an overall signing program throughout the city indicating public buildings and other areas which are frequently used, such as parks.

Sentinel-Mist Chronicle, St. Helens--------7-18

TOPICS Funds OK'd

The Oregon State Highway Commission has approved the proposed allocation of some $9,000 to the City of St. Helens for the fiscal year 1972 federal-aid TOPICS funds.

There are 39 cities in Oregon with population over 5,000 eligible for the funding.

The allocation is on a per capita basis and has the approval of the League of Oregon Cities. Federal funds represent about 60 percent of the total TOPICS fund, with state and local funds estimated at approximately 20 percent each.

St. Helens has just received approval of two TOPICS programs totaling $42,600.

June/July
1971

14
June ~~2~~, 1971

Mr. L. W. Mickelson
City Recorder
City Hall
St. Helens, Oregon 97051

Dear Mr. Mickelson:

The request submitted by the City of St. Helens for a TOPICS project on Columbia Blvd. at 18th Street and at St. Helens Street, and for city-wide signing will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $38,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

5-21-71

CITY OF ST. HELENS
PROPOSED TOPICS PROJECT

Columbia Blvd.(FAP Type II) @ 18th Street (FAP Type II) and St. Helens Street (FAP Type II) (St. Helens) Section. Signals, channelization, and signs, $38,000.

Upgrade obsolete fixed time traffic control signal to traffic actuated and pedestrian actuated signal on Columbia Blvd. @ 18th Street.

Channelize intersection of Columbia Blvd. and St. Helens Street to provide for separation into one-way couplet.

Provide additional intersection illumination on Columbia Blvd. at 18th Street and at St. Helens Street.

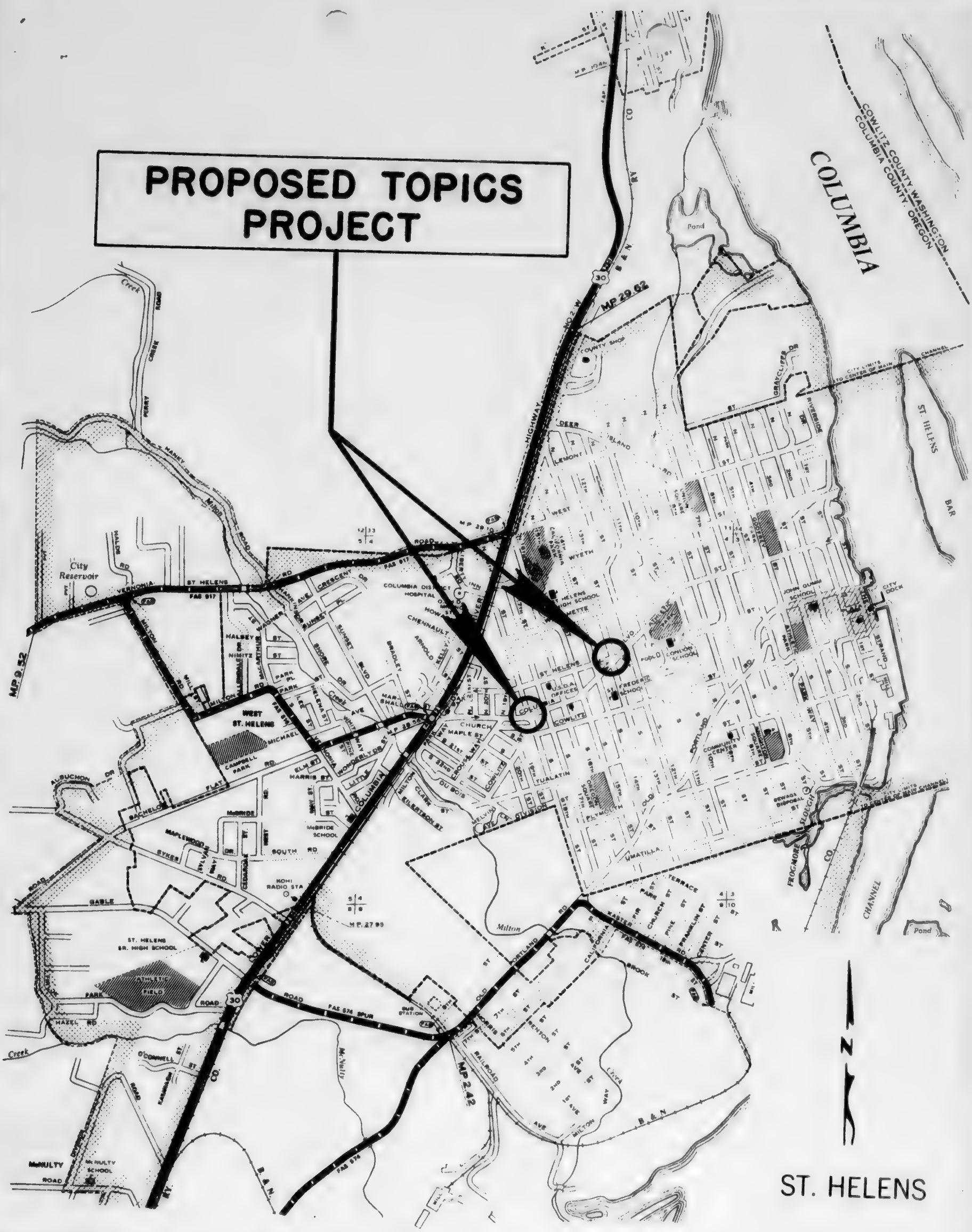
Upgrade existing and install new one-way grid and destination signing throughout City.

A public hearing will not be required.

71-d
5/28/71

Hwy Comm
Approved
6-22-71

PROPOSED TOPICS PROJECT



ST. HELENS

5-27-71

St. Helens — 1970 = 17,000
1971 = 17,000
1972 = 9,000
$43,000

$43,000
4,600 Lt. Study
$38,400 Available

#1. Columbia Blvd – St. Helens St. – 13th St. channelization $5,000

#2. Destination Signing $8,200

#3 Columbia Blvd. @ 18th
Tr. Signal. – Illumination 22,300

$35,500
$36,000
P.E. (5.5%) 2,000
TOTAL $38,000

5-27-71

OK with Wally Bryant.
JLP.

RECEIVED
JUN 4 - 1971
FOR FILING

7100

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 20, 1971

To: Tom Edwards
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Traffic Movement
St. Helens Street - US30
St. Helens

We have looked into the problem of the left-turn movement from St. Helens Street onto US30 in the city of St. Helens. This traffic moves from the one-way couplet from the east and left-turns southbound onto the highway. It is an extremely heavy movement and at the time that the signals were activated, the timing load for this movement was not adequate with the result that traffic backlogged on St. Helens Street.

A timing adjustment was made at the suggestion of the City about two months ago. A check-back with the City on Tuesday, May 18 indicated that they had not received any complaints, and the traffic was moving through the intersection reasonably fast with an occasional backlog on St. Helens Street during the peak period.

It would be possible to double-lane the left turn; however, it would require some widening on both St. Helens Street and US30 and would also require some removal of parking.

The City is interested in accomplishing this work in the future as a TOPICS project. They are not particularly interested in pursuing the matter at the moment.

L. E. George
Operations Engineer

Rod
For Info

LEG:mk

cc: L. W. Rulien

NOTED
TOM EDWARDS

SP 52478-734

RECEIVED
MAY 25 19?1
OFFICE OF
STATE HIGHWAY ENGINEER

PER MIL 55 5-19-71 8-03 AM

L E GEORGE

CITY RECORDER L. J. NICKELSON ADVISES THAT HE KNOWS OF NO CALLMADE FROM THE CITY CONCERNING THE TWO LEFT TURNING LANES ON ST. HELENS STREET TO USSO. THE CITY COUNCIL HAS DISCUSSED THIS MATTER AND FEELS THE ADDITIONAL TIMING FOR ST. HELENS STREET HAS DONE SMXX SOME GOOD. THERE MAY BE A REQUEST FOR THE TWO LEFT TURN LANES AS PART OF THEIR TOPICS PROGRAM.

R W FAILMEZGER

BJD04.

NOTED
R. E. ROYER

NOTED
L E GEORGE

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 12, 1971

Name of City St. Helens, Oregon

Major Street Name Columbia Boulevard at 18th Street

Section Name _____

Location of Project (Attach sketch map) Length 600'

On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain _____

General description of proposed project: Upgrade existing signal to M.U.T.C.D. standards. Provide additional illumination. Provide the proper signs to indicate one-way system, C.B.D., etc. Provide the proper pavement markings, pedestrian crosswalks, stop lines, etc.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Columbia Boulevard and 18th Street

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated X
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated X

   b. Flashing Beacon _____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two X
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? No Remarks: N/A

   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Yellow

7. Present Signalization: Single four way signal head mounted on a span wire, no pedestrian facilities or control.

8. Other Remarks: Columbia Boulevard is one-way northeast bound. No signal indication is required on northeast approach as is presently provided.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Intersection of Columbia Boulevard and 18th Street

2. Type: a. Mercury Vapor 21,000 L
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III X
   d. IV _____
   e. V _____

Footnotes:

Luminaire Wattage:

a. 175		d. 700	
b. 250		e. 1000	
c. 400	X		

Luminaire Spacing: N/A

Maintained Intensity: 1.5 to 2 fc

Uniformity Ratio: 3 to 1

Proposed Mounting Height:

a. 30 ft.	X	c. 45 ft.	
b. 40 ft.		d. 50 ft.	

Pole Type: a. Wood ____
b. Steel X Signal pole
c. Aluminum ____

Operating Voltage:

a. 120		c. 480	
b. 240	X	d. Series	

Type of Wiring: a. Overhead ____
b. Underground X

Present Illumination: Consists of one 21,000 LMV mounted on a wooden pole located on the northwest corner of the intersection.

70)

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Columbia Boulevard and 18th Street

2. Desired Work: Paint Channelization: Center stripes, cross-walks, stop lines, etc.

3. Typical Cross Section: From N. to S. of Columbia Blvd. with approx. 4' conc. sidewalk, curb & gutter, 8' A.C. parking lane, 16' A.C. EB, 16 A.C. EB, 8' A.C. parking, conc. curb & gutter, 4' conc. sidewalk.

4. Curbs? No If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C. _____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: Refer to Section III, Item 3.

7. Traffic Control Signing: See Footnote #1
   a. By City at City Expense? _____
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping: See Footnote #1
   a. By City at City Expense? _____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: N/A

Footnotes: 1. Part of the Topics Project, therefore cost will be shared accordingly.

IV. STRUCTURE DATA: NOT APPLICABLE

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

T-1-69
(rev. 12-70)

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 100 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: N/A

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? N/A
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? N/A
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? N/A
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.) See Footnote #1

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location:

10. Are there any railroad crossings? No Location:

Footnotes: 1. P.G.E. Power Co. and Pacific Northwest Bell occupy wooden pole on the north side of Columbial Boulevard and the west side of 18th Street. Gas, sewer and water are not applicable.

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 34,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 22,300

3. Date Match Money is Available: July 1, 1970

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ None

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Preparation of the Areawide Topics Plan will commence with the execution of a 3-way agreement between City, State and Consultant. Said plan will be completed within 18 months after date of agreement.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
1. Existing signal installation is substandard and not compatible to one-way street system.
2. Unwarranted delay to eastbound traffic on Columbia Blvd. due to fixed time controller and no pedestrian provisions.
3. Poor signing results in frequent unlawful turning movements onto the one-way street.

3. This Project Would Accomplish the Following:
1. Increase capacity on Columbia Boulevard through reduced delay.
2. Provide greater pedestrian safety.
3. Reduce accident potential through improved signing and illumination.

This application is not complete unless a sketch map showing the location of the project is attached.

The St. Helens, Ore. City Council on the 20th day of April, 1971, adopted Resolution No. 580 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Rod Norwood - Mayor

By Leo Mickelson - City Recorder

T-1-69
(rev. 12-70)

Accident Analysis

COLLISION DIAGRAM

City of St. HELENS County COLUMBIA

Intersection of COLUMBIA BLVD and 18½ St.

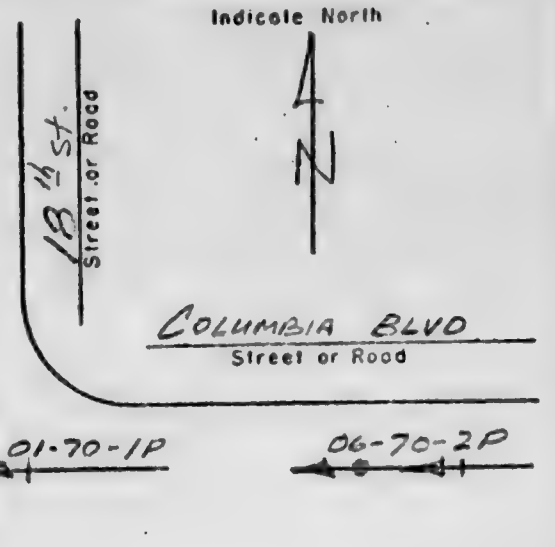
Highway Number N/A

Period Covered

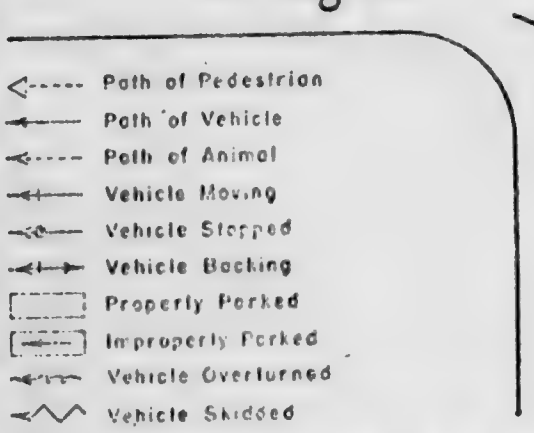
Compiled by Drawn by Date

LEGEND

- ● Person Killed
- ◁----- Pedestrian Killed
- O Person Injured
- ⌐----- Pedestrian Injured
- ←—— Property Damage Only
- ←+←+ Collision - Rear-end
- -|-→←+ Collision - Head-on
- ←⌐⌐ Collision - Sideswipe



4-70-6P
O



10-70-4P

Example:

Collision – Sideswipe
June, 1941 - 5-6PM
Property Damage

X – Disregarded control

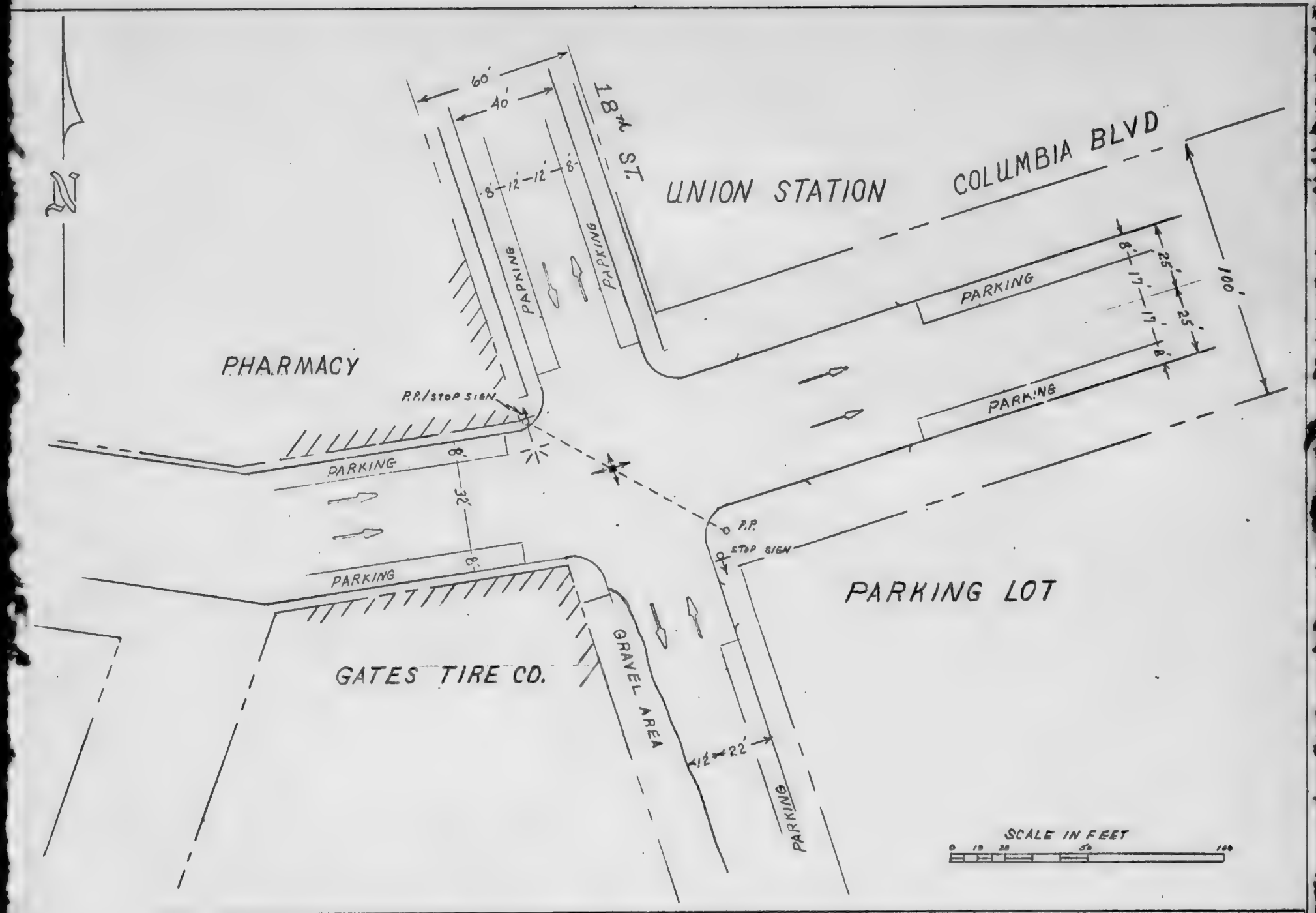
Collision Type	1968				1969				1970								Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle											1	1								
Head-on										1	1	2								
Rear-end																				
Sideswipe											1	1								
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL												4								

NOT AVAILABLE

NOT AVAILABLE

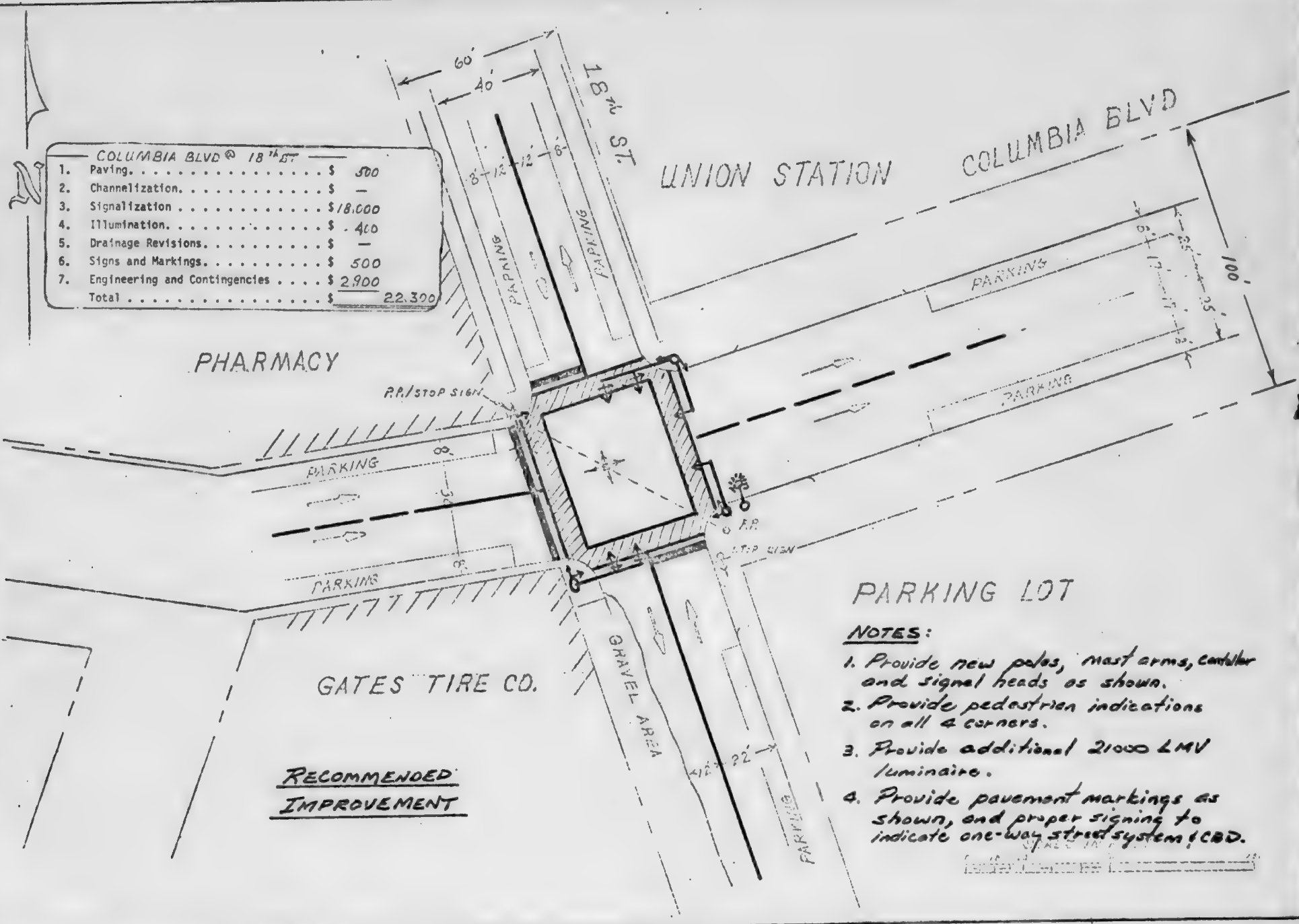
Form L-760 — 2M — 11-65 5/70

ST HELENS



TOPICS	COLUMBIA BLVD & 18TH ST ST. HELENS, OREGON	Date: 05-06-71 Drawn by: RAP Checked by: KCC. Scale: As shown	Drawing No. 04 Job No. 23371

ST HELENS



COLUMBIA BLVD @ 18TH ST

1.	Paving	$ 500
2.	Channelization	$ —
3.	Signalization	$ 18,000
4.	Illumination	$ 400
5.	Drainage Revisions	$ —
6.	Signs and Markings	$ 500
7.	Engineering and Contingencies	$ 2,900
	Total	$ 22,300

NOTES:

1. Provide new poles, mast arms, controller and signal heads as shown.
2. Provide pedestrian indications on all 4 corners.
3. Provide additional 21000 LMV luminaire.
4. Provide pavement markings as shown, and proper signing to indicate one-way street system in CBD.

TOPICS

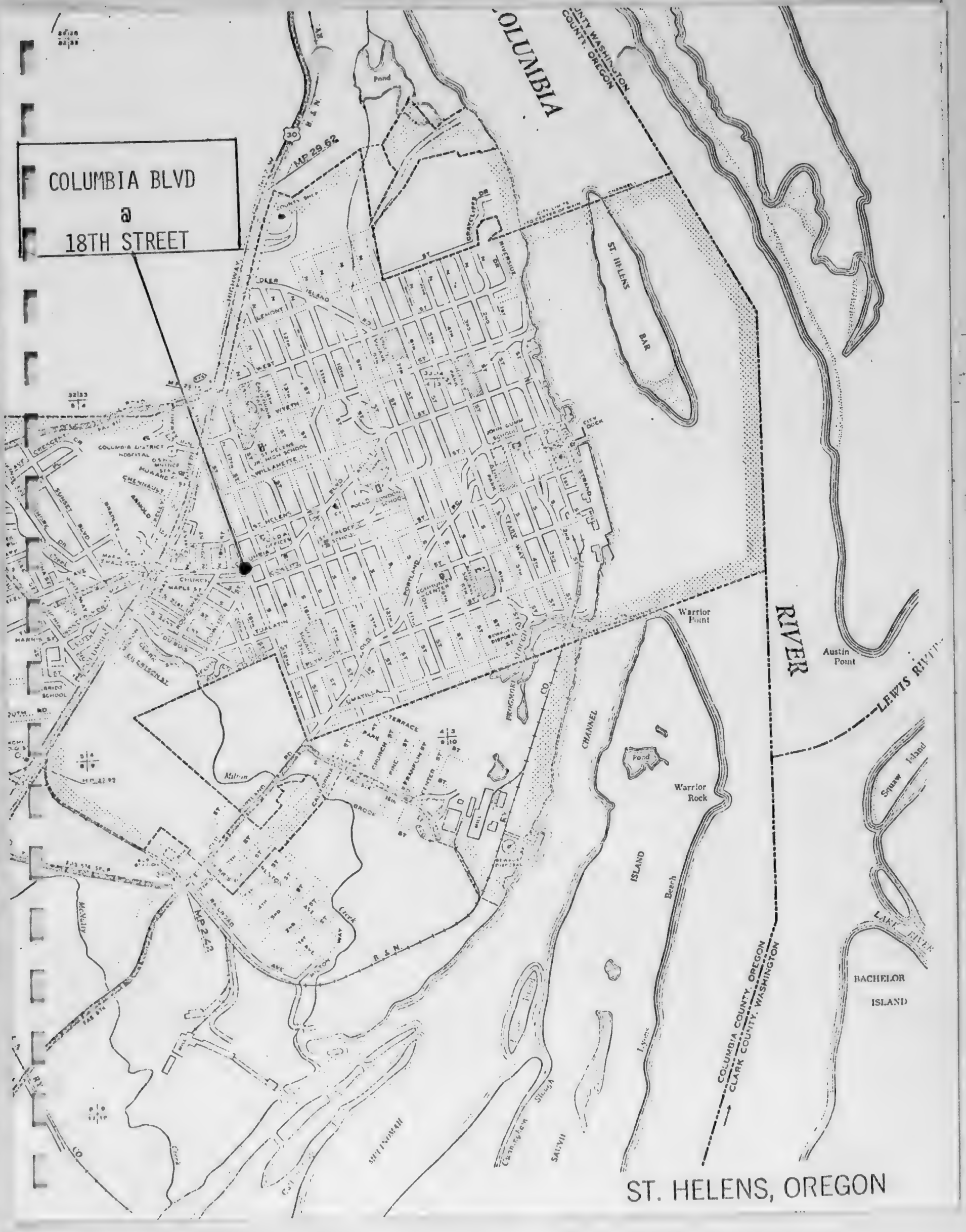
COLUMBIA BLVD & 18TH ST

ST. HELENS, OREGON

Date: 05-06-71
Drawn by: JAP
Checked by: KEC.
Scale: As shown

Drawing No. 04
Job No. 23371

COLUMBIA BLVD
@
18TH STREET



ST. HELENS, OREGON

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 12, 1971

Name of City St. Helens, Oregon
Major Street Name All streets on the Primary Type I and II and Secondary Systems
Section Name St. Helens Urban Area Federal Aid System

Location of Project (Attach sketch map) Length N/A
On Which System? Primary I X Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain Columbia River Highway (U.S. 30) through the St. Helens Urban area is under Oregon State Highway jurisdiction.

General description of proposed project: To upgrade the existing and install the necessary new signs to identify the one-way street system, C.B.D. City Hall, County Court House, business routes and neighboring communities and to provide necessary traffic control.

Complete Applicable Sections:

I. SIGNALIZATION DATA: NOT APPLICABLE

1. Proposed Location: _____

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: ___
_____
_____
If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____
_____

8. Other Remarks: _____
_____
_____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: NOT APPLICABLE
_____
_____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: N/A

2. Desired Work: N/A

3. Typical Cross Section: N/A

4. Curbs? No If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: N/A

7. Traffic Control Signing: See Footnote #1
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes: 1. The upgrading of existing and installation of new regulatory warning and guide signs throughout the St. Helens Urban Area is the Topics Project and the costs will be shared according to the Topics Program.

IV. STRUCTURE DATA: NOT APPLICABLE

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 100 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? N/A
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? Yes
   Explain: Traffic will be able to flow to and from recreation facilities with greater efficiency and safety.

7. Are there any utilities on private property by easements or other arrangements? N/A List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit N/A or Franchise N/A (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? N/A Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? N/A Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ft.
(2.) (Direction) _____ Distance _____ft.

d. Number of Trains: (1) Passenger _____ Speed _____mph
(2) Freight _____ Speed _____mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____
_____
_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____
_____
_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ _____
(Federal + State + City)
2. Estimated Cost of Requested Project $ _____
3. Date Match Money is Available: _____
4. Will there be any 100% City money? _____
(Non-participation items)
5. Maximum Amount of 100% City Money: $_____

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Preparation of the Areawide Topics Plan will commence with the execution of a 3-way agreement between City, State and Consultant. Said plan will be completed within 18 months after date of agreement.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
1. Many signs (of all types) are substandard.
2. New sign installations are required in many locations where no signs presently exist.
"One-Way signs"
"Pointer Boards"

3. This Project Would Accomplish the Following:
1. Improve traffic safety throughout the Federal Aid System.
2. Guide strangers to and from the central areas of the city.

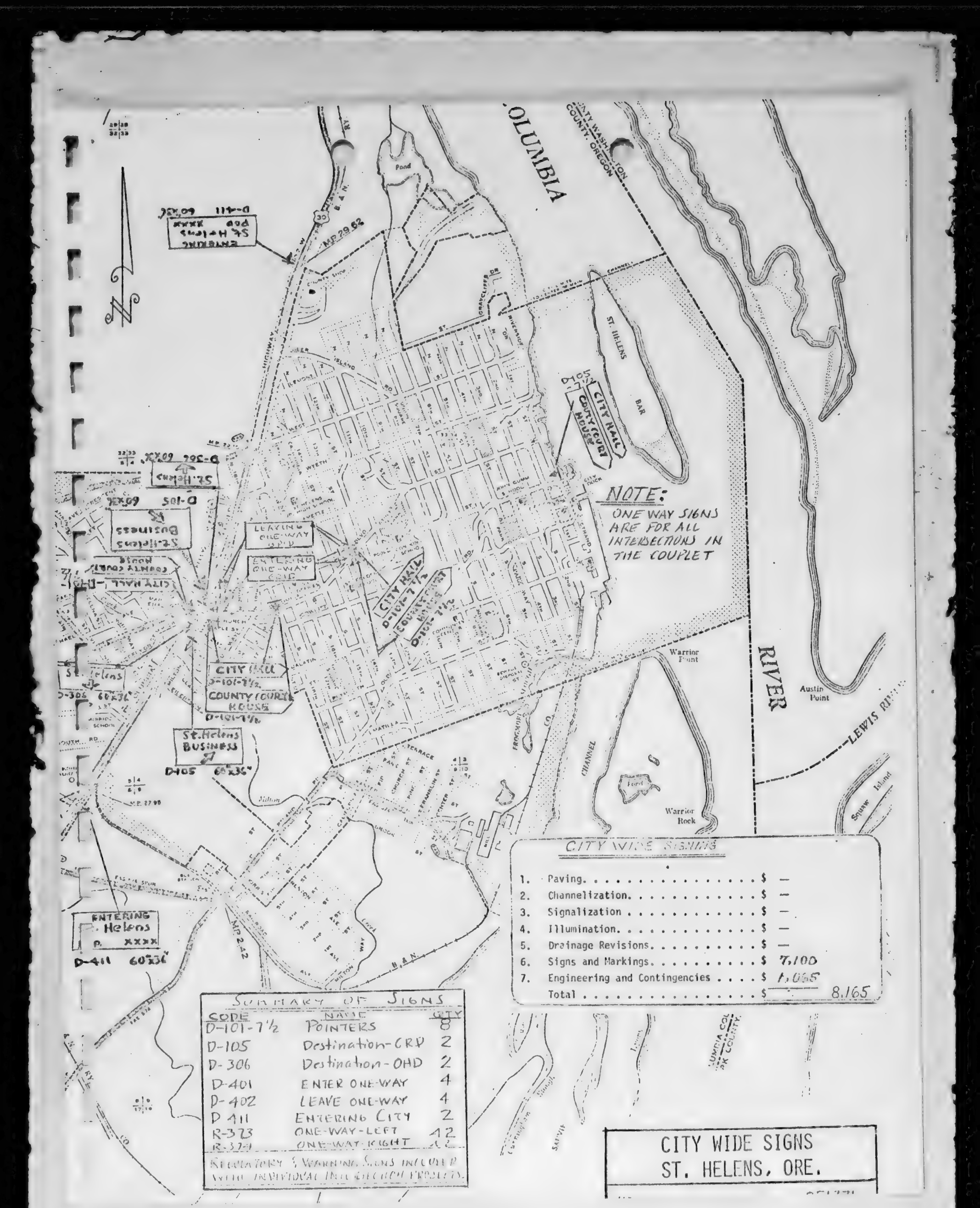
This application is not complete unless a sketch map showing the location of the project is attached.

The St. Helens, Oreg. City Council on the 20th day of April, 19 71, adopted Resolution No. 580 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Rod Norwood - Mayor

By Leo Mickelson - City Recorder

T-1-69
(rev. 12-70)



CITY WIDE SIGNING

1.	Paving	$ —
2.	Channelization	$ —
3.	Signalization	$ —
4.	Illumination	$ —
5.	Drainage Revisions	$ —
6.	Signs and Markings	$ 7,100
7.	Engineering and Contingencies	$ 1,065
	Total	$ 8,165

SUMMARY OF SIGNS

CODE	NAME	QTY
D-101-7½	POINTERS	8
D-105	Destination-CRD	2
D-306	Destination-OHD	2
D-401	ENTER ONE-WAY	4
D-402	LEAVE ONE-WAY	4
D 411	ENTERING CITY	2
R-373	ONE-WAY-LEFT	12
R-374	ONE-WAY-RIGHT	12

REGULATORY & WARNING SIGNS INCLUDED WITH INDIVIDUAL INTERSECTION PROJECTS.

CITY WIDE SIGNS
ST. HELENS, ORE.

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 11, 1971

Name of City St. Helens, Oregon

Major Street Name Columbia Boulevard

Section Name Intersection of Columbia Boulevard and St. Helens Street (beginning or ending of one-way couplet) and 13th Street

Location of Project (Attach sketch map) Length 600'

On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain _____

General description of proposed project: Construct an island and provide channelization for lane use and pedestrian crosswalks. Install the proper signing indicating one-way street system, G.B.D., route markings, etc.

Complete Applicable Sections:

I. SIGNALIZATION DATA: NOT APPLICABLE

1. Proposed Location: _____

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

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(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: ___
_____
_____
If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____
_____

8. Other Remarks: _____
_____
_____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Intersection of Columbia Boulevard and St. Helens Street and 13th Street
_____

2. Type: a. Mercury Vapor 21,000 L
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III X
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 ____
   b. 250 ____
   c. 400 X
   d. 700 ____
   e. 1000 ____

5. Luminaire Spacing: N/A

6. Maintained Intensity: 1.5 to 2 fc

7. Uniformity Ratio: 3:1

8. Proposed Mounting Height:
   a. 30 ft. X
   b. 40 ft. ____
   c. 45 ft. ____
   d. 50 ft. ____

9. Pole Type:
   a. Wood ____
   b. Steel ____
   c. Aluminum X

10. Operating Voltage:
   a. 120 ____
   b. 240 X
   c. 480 ____
   d. Series ____

11. Type of Wiring:
   a. Overhead ____
   b. Underground X

12. Present Illumination: Consists of two 21,000 LMV luminaires located approximately 180' apart on the north side of the street.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Columbia Boulevard and St. Helens Street and 13th Street

2. Desired Work: Channelize all approaches, provide crosswalks and stop bars. Install concrete curb and gutter to construct the traffic island; improve illumination.

3. Typical Cross Section: From N. to S. 6' conc. sidewalk, conc. curb and gutter, 55' of A.C., conc. curb and gutter, 10' conc. sidewalk.

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs N/A ft.
   d. Desired curb radius Footnote #1 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: Refer to Section III, Item 3

7. Traffic Control Signing: See Footnote #2
   a. By City at City Expense?_____
   b. By State at City Expense?_____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping: See Footnote #2
   a. By City at City Expense?_____
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: N/A

Footnotes: 1. Refer to sketch of proposed improvement.
2. Signing and striping are part of the Topics Project and are subject to cost sharing accordingly.

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(rev. 12-70)

IV. STRUCTURE DATA: NOT APPLICABLE

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 90 ft.
   b. Minimum: 80 ft.

2. Will additional right-of-way be needed? No Explain: N/A

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? N/A
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? N/A
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: N/A

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: N/A

8. Are utilities on existing right-of-way by? Permit _____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.) See Footnote #1

9. Are there any irrigation facilities? No Name of Owner N/A _____, and dates between which water can be turned off:
   From N/A To N/A Location: N/A

10. Are there any railroad crossings? No Location: N/A

Footnotes: 1. P.G.E. power and street lights and Pacific Northwest Bell's telephone lines occupy the wood poles on the north side of Columbia Boulevard.

a. Name of Railroad N/A

b. Number of tracks: Mainline N/A Siding N/A Total N/A

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 34,500
(Federal + State + City)

2. Estimated Cost of Requested Project $ 4,945

3. Date Match Money is Available: July 1, 1970

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ -----

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Preparation of the Areawide Topics Plan will commence with the execution of a 3-way agreement between City, State and Consultant. Said plan will be completed within 18 months after date of agreement.

2. Existing Conditions Necessitating This Proposed TOPICS Project: There have been no accidents recorded at this location since the one-way couplet was substituted less than 1 year ago. However, the existing sand bag channelization, lighting and signing are substandard and many complaints have been received relative to motorist confusion and poor channelization alignment. Also, the sand bags are an eyesore.

3. This Project Would Accomplish the Following:
1. Improve channelization and alignment.
2. Reduce motorist confusion and accident potential at night through improved signing and illumination.
3. Improved appearance of the intersection.

This application is not complete unless a sketch map showing the location of the project is attached.

The St. Helens, Ore. City Council on the 20th day of April, 1971, adopted Resolution No. 580 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Rod Norwood - Mayor

By Leo Mickelson - City Recorder

T-1-69
(rev. 12-70)

Accident Analysis

COLLISION DIAGRAM

City of ST. HELENS County COLUMBIA

Intersection of Columbia Blvd and St. Helens & 13th ST.

Highway Number

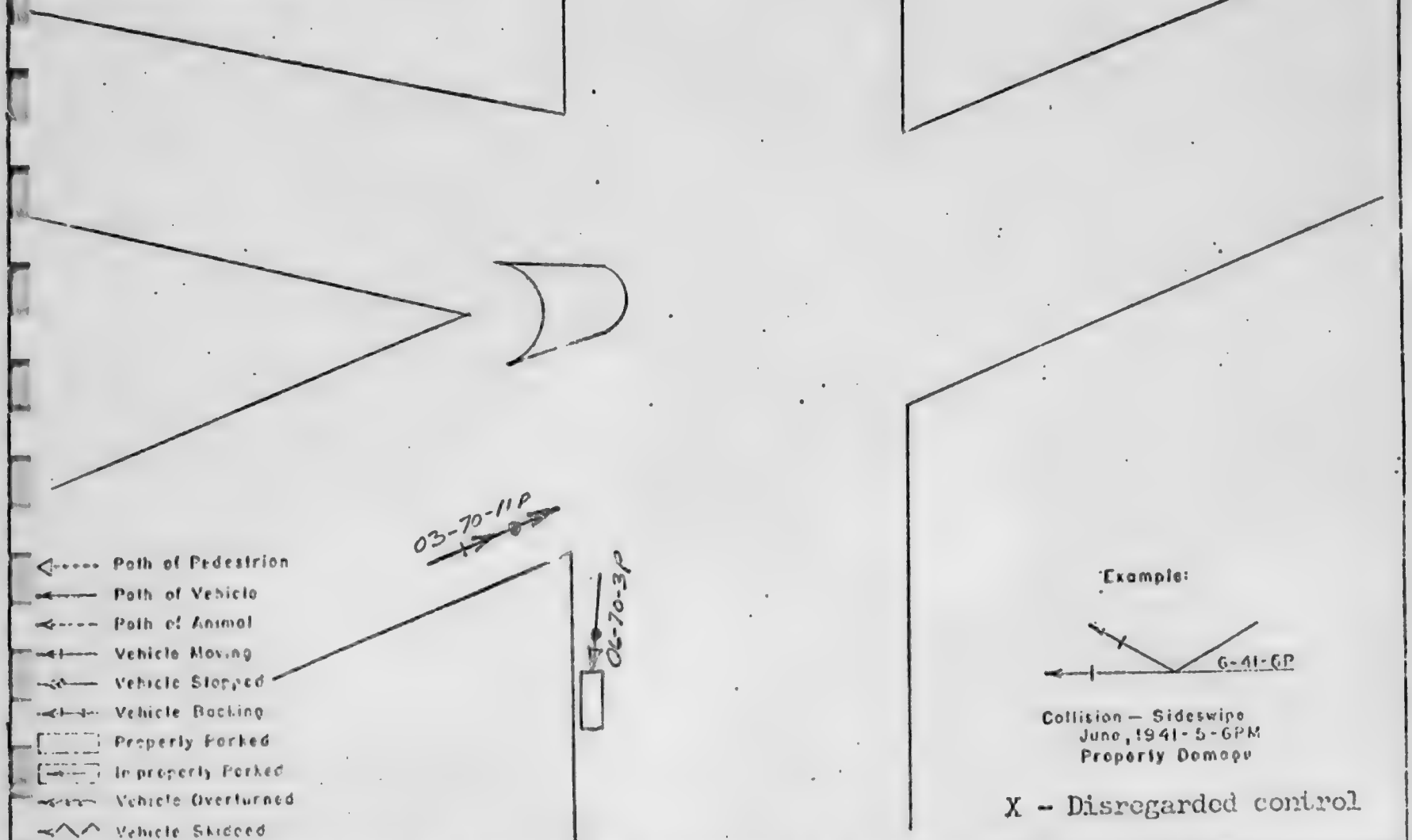
Period Covered

Compiled by Drawn by Date

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

Indicate North



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

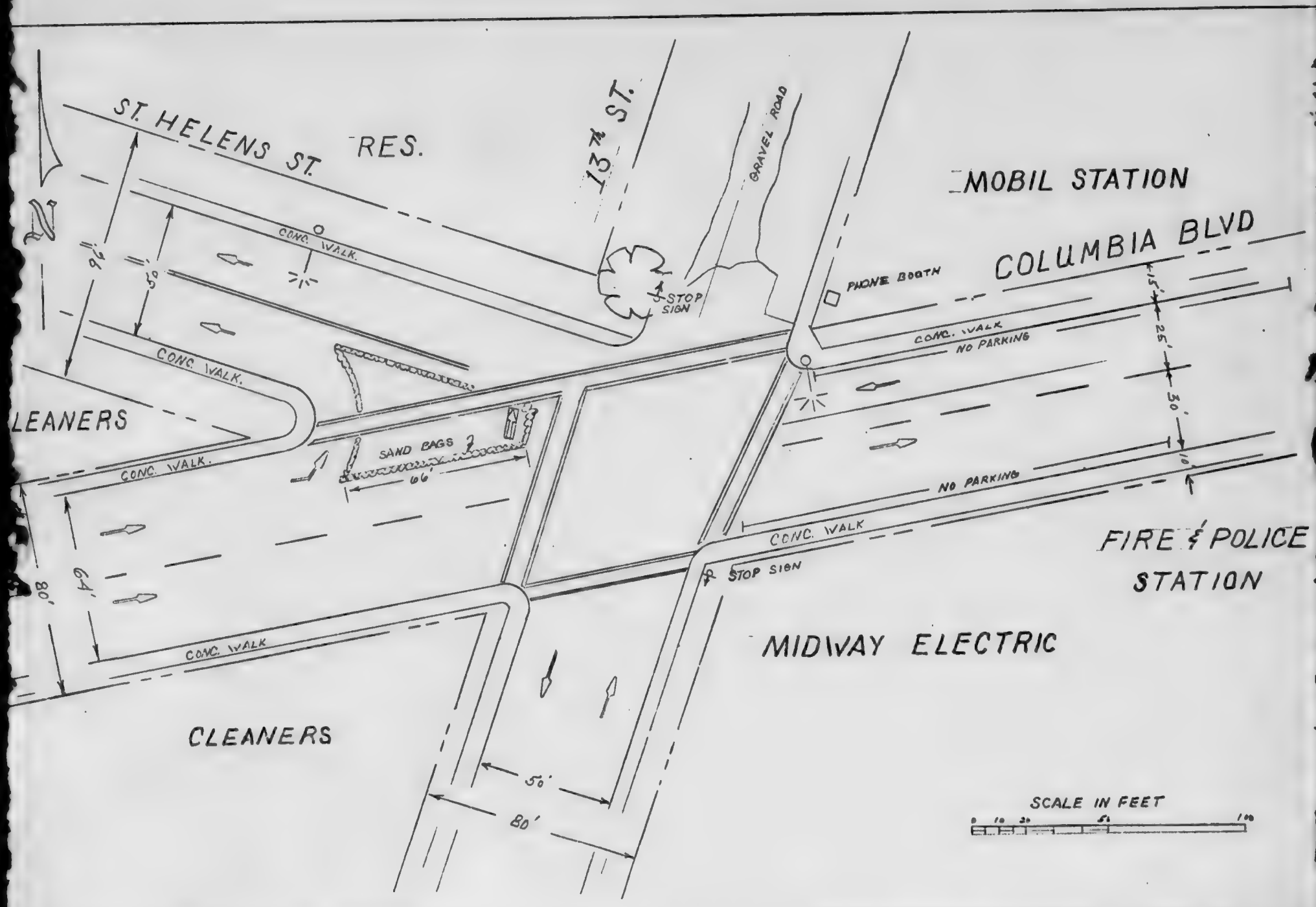
Example:

Collision — Sideswipe
June, 1941 - 5-6PM
Property Damage

X - Disregarded control

Collision Type	1968				1969				1970				Total				Total			
	Fatal	Non-fatal	Prop. Dam.	Total	Fatal	Non-fatal	Prop. Dam.	Total	Fatal	Non-fatal	Prop. Dam.	Total	Fatal	Non-fatal	Prop. Dam.	Total	Fatal	Non-fatal	Prop. Dam.	Total
Angle																				
Head - on																				
Rear - end											1	1								
Sideswipe																				
Turning Movement																				
Parking											1	1								
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Other																				
TOTAL											2	2								

NOT AVAILABLE TO DATE

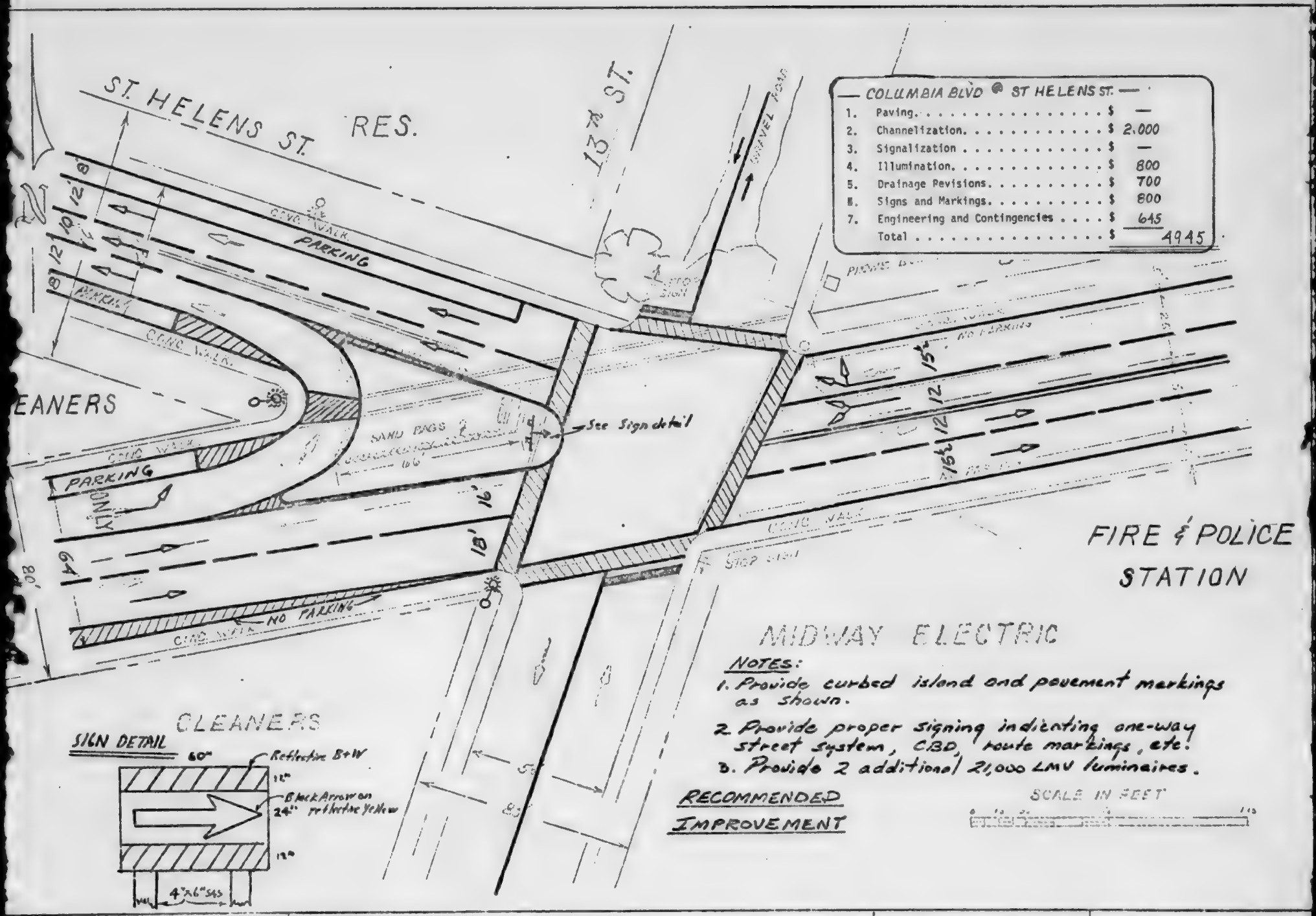


TOPICS

COLUMBIA BLVD & ST HELENS ST & 13TH

ST. HELENS, OREGON

Date: 05-06-71	Drawing No. 03
Drawn by:	Job No. 23371
Checked by:	
Scale: As shown	


ST. HELENS ST.
RES.
13TH ST.
GRAVEL ROAD
COLUMBIA BLVD @ ST HELENS ST.
1. Paving. . . . . $ —
2. Channelization. . . . . $ 2,000
3. Signalization . . . . . $ —
4. Illumination. . . . . $ 800
5. Drainage Revisions. . . . . $ 700
6. Signs and Markings. . . . . $ 800
7. Engineering and Contingencies . . . . $ 645
Total . . . . . $ 4945
CONC. WALK
PARKING
EANERS
SAND BAGS
See Sign detail
ONLY
NO PARKING
NO PARKING
STOP SIGN
FIRE & POLICE STATION
MIDWAY ELECTRIC
CLEANERS
SIGN DETAIL
60"
Reflective B+W
12"
Black Arrow on 24" reflective Yellow
12"
4"x6"sus
NOTES:
1. Provide curbed island and pavement markings as shown.
2. Provide proper signing indicating one-way street system, CBD, route markings, etc.
3. Provide 2 additional 21,000 LMV luminaires.
RECOMMENDED IMPROVEMENT
SCALE IN FEET

TOPICS	COLUMBIA BLVD & ST HELENS ST & 13TH	Date: 05-06-71	Drawing No. 03
	ST. HELENS, OREGON	Drawn by:	Job No. 23371
		Checked by:	
		Scale: As shown	

COLUMBIA BLVD @
ST. HELENS ST.
COLUMBIA
RIVER
ST. HELENS
BAR
Pond
MP 29.62
Warrior
Point
Austin
Point
LEWIS R.
CHANNEL
Pond
Warrior
Rock
ISLAND
Beach
Lagoon
COLUMBIA COUNTY, OREGON
CLARK COUNTY, WASHINGTON
BACHELOR
ISLAND
MP 29.10
MP 29.42
B & M
RY.
ST. HELENS, OREGON
COLUMBIA COUNTY

COLUMBIA BOULEVARD AT ST. HELENS STREET FACING WESTERLY

T-5006(3)	Wasson St., 10th St. & Market Ave. (Coos Bay) Sec., of Cape Arago & Ore. Coast Hwy. (Traf. signals)	1972
#7701		

CIA 4324 10-6-71

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Coos Bay
City Hall
Coos Bay, Oregon 97420
Attention of Mr. Richard L. Kahanek, Manager

Request No. (assigned by staff engineer or head of section) CC 1481

Date June 2, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T - 5006 (2) & EHS - T - 5006 (3)
Wasson St., 10th St., & Market Ave.
City of Coos Bay
Covered by agreement dated 10/5/71
Contract No. 7701

Itemized Statement: CLR - DT File No. 500603 Advance Deposit $10,800

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$10,800	
		Amount Previously transferred	5,800	
				$5,000
		City costs per attached sheet	9,895.34	
		Less amount previously transferred	5,800.00	
				4,095.34
		REFUND DUE CITY		$ 904.66

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $10,800

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $5,800

Give the number of the last previous request in connection with this same service. CC 1319

Credit distribution:
6-0601-299 $718.53
6-0604-299 3,376.81

Submitted by:
Gary E. Zehner
Gary Zehner, Urban Program Engineer

Approved:
Richard Unrein, Urban Engineer

Approved:
ENGR. AE HE
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 2, 1975

CITY Coos Bay **Contract No.** 7701 **Date Completed** 2/12/73

PROJECT # T-5006 (2) EHS-T-5006(3) **Section** Wasson St., 10th St., & Market Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$43,100.68
SFO #1 Permanent Signing & Striping	1,065.92
Construction Engineering	5,052.00
Preliminary Engineering	3,943.62
Audit Expense	51.60
TOTAL PROJECT COST	$53,213.82
Federal Aid Funds collected:	
Preliminary engineering	2,506.56
Construction	30,916.59
BALANCE	$19,790.67
City share per agreement dated 10/5/71	
50% of $19,790.67	9,895.34
City's advance deposit	10,800.00
BALANCE TO BE REFUNDED TO CITY	904.66

Reference: Billing Form CC 1481

...ject agreement)

...ssState of Oregon

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: COOS BAY T-5006(3)

VOUCHER PERIOD: FROM 1-20-72 TO 9-21-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$49,218.60	$48,572.80	63.65%	$30,916.59	$30,916.59	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Nasson Street, 10th And Market Ave. (Coos Bay)					
	Coos County					
	Construction					
	Type Code Y031					
	Traffic Signals (3 Highways in Coos Bay)	(Contr. 7701)				
	Final Contract Payment Summary	Lump Sum			$43,100.68	
SFO	#1 Permanent Signing & Striping	All Required			1,056.41	
		Total Construction Cost			$44,157.09	
	Construction Engineering					
	State	All Required			$ 4,415.71	
		Total Participating Cost			$48,572.80	
	Nonparticipating Items					
SFO	#1 Permanent Signing & Striping	All Required			$ 9.51	
	Construction Engineering	All Required			$ 636.29	
		Total Nonparticipating Cost			$ 645.80	
		Total Cost			$49,218.60	

Bans
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ON
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CORPORATION
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the employe
the employee
id.

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	[illegible]	[illegible]	[illegible]	[illegible]	N	1			[illegible]
	[illegible]	[illegible]	915	[illegible]	P	1			121.77
			TOT	P1					19,871.77
			TOT	N1					15.00
			** JOB TOTALS **				**	**	19,[illegible].77

(CCOOS B CONT NO 7701 & FA PROJ NOS T 506003 100

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SUMMARY — APRIL 1975 — PAGE [illegible]

DEPARTMENT	PREFIX	FUNCTION	CR		CURRENT MONTH	FISCAL YEAR TO DATE		GRAND TOTAL TO DATE
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[illegible]	[illegible]	[illegible]	[illegible]	N	1	[illegible].53		103.14
[illegible]	[illegible]	TOT	P1			[illegible].62CR		48,572.80
		TOT	N1			561.00		[illegible].00
		** JOB TOTALS **					**	49,218.60

E CONT NO 8122 FA PROJ NOS T 506004 100

[illegible]	[illegible]	[illegible]	[illegible]	N	9	2,157.18CR	3,307.18CR	3,307.18CR
[illegible]	[illegible]	[illegible]	[illegible]	N	9	2,157.18	3,307.18	3,307.18
[illegible]	[illegible]	[illegible]	[illegible]	P	1	64.28	111.48	111.48
[illegible]	[illegible]	[illegible]	[illegible]	N	1	[illegible].78	[illegible].78	[illegible].78

Finished F. A. Projects

F.A. No.	Cont #	Prefix	Description	F.A. Funds	Date F.
F-121(4)	7631	4-1005	Fern Hill Section Section	116,978.75	1/24/73
S-RS-60(3)	7331	118-1017	Geary Ranch-Green Springs Interch. Sec.	1,288,936.22	
I-5-1(72)36	7415	615-1044	Rock Point-Seven Oaks Section	1,716,291.53	
I-80N-1(44)00	P.E.	626-1927	Union Ave - Sundial Section		
"	"	626-1941	" " " "		
"	"	626-1978	" " " "	150,316.60	
"	"	626-1998	" " " "		
T-5004(1)	"	1-0601	City of Baker (Urban Area) TOPICS Pl	1,943.93	
T-5006(2)	"	6-0601	[redacted]	2,506.56	4183.13
T-5011(1)	"	34-0606	Forest Grove Areawide TOPICS Plan	3,396.75	
T-5014(1)	"	34-0607	Hillsboro Areawide TOPICS Plan	5,661.14	
T-5017(2)	"	22-0603	Oak St. at 2nd & Park St's & Grant St. at Williams	1,225.08	1985.83
T-5018(1)	"	36-0601	2nd St. - 3rd St. (McMinnville)	881.92	1426.42
T-5019(2)	7496	15-0602	Biddle Rd. - Crater Lake Ave (Medford)	20,185.66	
T-5027(1)	P.E.	5-0602	St. Helens Areawide TOPICS Plan	2,928.06	
T-5027(2)	P.E.	5-0601	Columbia Blvd. at 18th & St. Helens St.	1,514.31	2434.63

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5006 (2) Coos Bay

VOUCHER PERIOD: FROM 8-24-71 TO 1-20-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,995.22	$3,943.62	63.56%	$2,506.56	$2,506.56	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WASSON STREET, 10TH AND MARKET AVE. (COOS BAY)					
	COOS COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All		Required	$3,943.62	
	Total Preliminary Engineering Cost				$3,943.62	
	Total Participating Cost				$3,943.62	
	Nonparticipating Items					
	Audit Expense	All		Required	$ 51.60	
	Total Nonparticipating Cost				$ 51.60	
	Total Nonparticipating Cost				$3,995.22	

AMOUNT CARRIED FORWARD.....

GPO 914-021

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

9-21-73

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T-5006(3)

VOUCHER PERIOD: FROM 1-20-72 TO 9-21-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$49,218.60	$48,572.80	63.65%	$30,916.59	$30,916.59	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Wasson Street, 10th And Market Ave. (Coos Bay)					
	Coos County					
	Construction					
	Type Code Y031					
	Traffic Signals (3 Highways in Coos Bay)(Contr. 7701)					
	Final Contract Payment Summary	Lump			$43,100.68	
SFO	#1 Permanent Signing & Striping	All Required			1,056.41	
	Total Construction Cost				$44,157.09	
	Construction Engineering					
	State	All Required			$ 4,415.71	
	Total Participating Cost				$48,572.80	
	Nonparticipating Items					
SFO	#1 Permanent Signing & Striping	All Required			$ 9.51	
	Construction Engineering	All Required			$ 636.29	
	Total Nonparticipating Cost				$ 645.80	
	Total Cost				$49,218.60	

AMOUNT CARRIED FORWARD...

FORM PR-20A (6-71)

GPO 914-021

Summary of Completed Federal Aid Work

Wasson Street, 10th and Market Avenue (Coos Bay)

T-5006(3)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Traffic Signals (3 Highways in Coos Bay)	Y031	$49,218.60	$30,916.59	0.00 Mile

DEPARTMENT OF TRANSPORTATION
EXCERPT FROM COMMISSION MEETING MINUTES

July 10, 1973

Item: 5f (5)

Mr. Klaboe presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests, he said, have been carefully investigated and the results of the investigation have been reported to the Commission by letter. The contractors have also been advised by letter as to the extensions of time. The Commission confirmed extensions of time as follows:

T-5006(3)

Hansen Electric Company, Contract No. 7701 on the Cape Arago, Empire-Coos Bay and Oregon Coast Highway in Coos County, requested an extension of 17 1/2 days. The Commission confirmed an extension of 17 1/2 days which will delete all liquidated damages. Federal Highway Administration concurred on June 7, 1973.

STATE COPY

T-101

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

9/17/73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Coos	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9/17/73	Terry Little, Highway Engineer Trainee	BHS-T-5006(3)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
2/12/73	6/29/73	100 %	240 cal days

APPROVED EXTENSIONS	LOCATION
17½ days	Wasson Street, 19th Street & Market Ave., Coos Bay

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WASSON STREET, 10TH STREET & MARKET AVENUE
CAPE ARAGO, EMPIRE-COOS BAY & OREGON COAST HIGHWAYS
Traffic Signals

SEP 20 1973
REGIONAL OFFICE

The project was completed on February 12, 1973 and was accepted by the State Highway Commission on June 29, 1973. The contractor used 257½ calendar days to complete the project. The contract authorized 240 days. The approved 17½ days time extension removed all liquidated damages.

The extension was granted because a strike at the signal supplier's factory had resulted in delay to the contractor.

The original contract amount was $50,715.68. The final dollar amount came to $48,959.83.

The project was given approval by the City of Coos Bay in a letter dated April 2, 1973.

RECEIVED
STATE HWY ENGR
SEP 24 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S.COULTER

9-26-73
Copies
of Ltr. - 9

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner Dist. Engineer	
TITLE: Area Engineer	DATE: 9/18/73	TITLE: District Engineer	DATE: SEP 21 1973

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7701

September 10, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5006(3)

FROM L. H. Young
Office Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7701 Work Completed February 12, 1973

Project Wasson St., 10th St. & Market Ave. (Coos Bay)

Highway Cape Arago, Empire-Coos Bay and Oregon Coast

County Coos

Acceptance: State Highway Commission June 29, 1973

Federal Highway Administration April 18, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

cc: F. R. Griffin

BMW:dgk

- - 7701 - - 5

July 9, 1973

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On July 5, 1973, we wrote to you concerning release of final payment on Contract No. 7701 awarded to Hansen Electric Co. for traffic signals on the Isaacson Street, 10th Street and Market Avenue (Coos Bay) Section of the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County.

Final payment on this contract is $3,100.37 and the total contract amount is $43,100.66. No work was performed under force account.

Very truly yours,

C. A. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

td
cc Hansen Electric Co.
1127 S. Broadway
Coos Bay, Oregon 97420

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

7701

5

July 2, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7701, Work Completed February 12, 1973

Project Wasson St. 10th St. & Market Ave. (Coos Bay)

Highways Cape Arago, Empire-Coos Bay & Oregon Coast, County Coos

Type of Work Traffic Signals

Contractor Hansen Electric Company

Recommended Acceptance Date June 29, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7701

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 12, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension
Wasson St., 10th St. and
Market Ave. (Coos Bay) Sec.
Contract No. 7701**

Hansen Electric Company, contractor on the subject project, has requested a 17-1/2-day extension of contract time based on a strike at the signal equipment supplier's factory. This was a TOPICS Project and involved installing traffic signals at three intersections in the city of Coos Bay. Bids were opened on this project February 24, 1972, with seven bidders. The project was completed February 12, 1973, with 17-1/2 days liquidated damages accrued at $50 per day for a total of $875.

The strike at the signal supplier's California factory lasted from four to five months, and some parts were shipped from a factory in Connecticut while some of the parts were assembled in California with nonunion personnel. This is blamed for defective assemblies and missing hardware which further hindered Hansen Electric's progress. The supplier strike was recognized with a 51-day stop work order which was then lifted because site work was starting, but the strike affected the job progress longer.

I have granted a 17-1/2-day extension of time on this project which will eliminate all liquidated damages. This was a TOPICS Project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund

JAB:fw dpy

7701

June 12, 1973

Hansen Electric Company
P. O. Box 1135
Coos Bay, Oregon 97420

Gentlemen:

Your request for a time extension of 17-1/2 days on Contract No. 7701 for work on the Wasson Street, 10th Street and Market Avenue (Coos Bay) Section of the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 17-1/2 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
S. H. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
E. H. Ash
V. L. Gallagher

fw dpy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Wasson St., 10th St. & Market Ave. (Coos Bay) Section
Contract No. 7701
Request for Time Extension

FROM: John A. Bond
Construction Administration Engineer

Hansen Electric Company has requested a 17-1/2 day extension of the contract time based on a strike at the signal equipment supplier's factory. This was a TOPICS project and involved installing traffic signals at three intersections in the city of Coos Bay. Some pertinent dates are:

Bids opened	February 24, 1972 (7 bidders)
Contract sent	March 13, 1972
Contract time started	March 24, 1972 240 days allowed
"Stop Work"	July 27, 1972 to) 51 days strike
	September 17, 1972) time not counted.
First work at project site	September 26, 1972
"Stop work"	November 22 through 26 - Thanksgiving weekend
"Stop work"	December 22 (noon) through 25 - Christmas weekend.
"Stop work"	February 3 through 11, 1973 - awaiting final inspection.
Project complete	February 12, 1973

257-1/2 days counted = 17-1/2 days liquidated damages at $50 = $875

The strike at the signal supplier's California factory apparently lasted from four to five months and some parts were shipped from a factory in Connecticut, while some of the parts were assembled in California with non-union personnel. This is blamed for defective assemblies and missing hardware which further hindered Hansen Electric's progress. The delay into winter weather also adversely affected some of the work such as painting and patching pavement cuts, but this could have been done earlier. The supplier strike was recognized with a

stop work order which was then lifted September 17, 1972 because site work was starting. Some of the late delays relate to pole materials which came from a different source, not related to the controller equipment strike. The circumstances here therefore do not permit a precise listing of the strike delay time.

We gave this same contractor a 70-day extension on another job (No. 7798) because of Richolyn pole problems, but I believe he had a little better showing of uncontrollable delay there. On the other hand, we are only concerned with 17-1/2 days here. This would be less than one-half of the remaining strike time counted after September 17. I have discussed this further with the Region and now recommend that the 17-1/2-day extension be granted. This was a TOPICS project. Rough draft letters to FHWA, the Commission and the contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

3-30-73

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7701 Contractor Hansen Electric Company

Highway Cape Arago, Empire-Coos Bay and Oregon Coast

Section Wasson St., 10th St. and Market Ave. (Coos Bay

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 17-1/2 days counted after strike resume work order for additional strike effect.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

SP*0200-734

Contract No.	7701
Project designation	Federal (State-Federal)
Date awarded	March 13, 1972
Work started	September 26, 1972
Per cent completed	100% Feb. 12, 1973 (Date)
No. of Workdays Allowed	240 Cal. Days
No. of Workdays Used	257½ Cal. Days
No. of Added Workdays Requested	17½

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 30, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 257½ days, within which to complete our Contract No. 7701, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Completion of the job was delayed due to a strike at the signal equipment supplier's factory. Attached is a letter from our supplier, Automatic Signal Company.

Respectfully submitted,

HANSEN ELECTRIC COMPANY
Contractor

By [signature]

CONSENT OF SURETY

Date March 30, 19 73

We, United Pacific Insurance Company

P. O. Box 1788 - Eugene, Oregon 97401, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact
C. Andrew Nasburg

NASBURG-EASTBURN INSURANCE AGENCY
By
Resident Agent

(SEAL)

206 EM. 5-2383

SAFETY SIGNAL SYSTEMS, INC.

TRAFFIC CONTROL and LIGHTING

11726-B Aurora Avenue North
Seattle, Washington 98133

March 7, 1973

Hansen Electric Company
P.O. Box 1135
Coos Bay, Oregon 97420

Attention: Mr. Russell Hansen
Re: OSHD Contract No. 7701, Coos County
Wasson St., 10th St., and Market Ave. (Coos Bay)

Gentlemen:

It is respectfully requested that you apply to the Oregon State Highway Commission for a 45 day extension of contract time for the referenced project. In substantiation of this request, the following reasons are presented with supporting documentation:

1) The originally planned equipment shipping schedule (see copy attached) would have, if met, permitted you as contractor to complete the project within the contract time. However, Teamsters Local 572 struck Automatic Signal's Torrance plant on July 27, 1972 and curtailed that plant's production (copy of form letter advising of this problem is attached).

2) Because a settlement of the strike did not appear imminent, controller cabinet wiring production work was transferred to Automatic Signal's Norwalk, Connecticut plant. However, the Torrance production backlog added to the existing Norwalk backlog resulted in a 60 day setback of controller ship schedules.

3) Traffic signals and framework were being assembled at the Torrance plant with makeshift personnel. However, many problems were encountered with wrong shipments, poor assemblies, and parts shortages all of which you experienced with equipment for this project.

4) The strike at the Torrance plant was not settled until December, 1972 but the resultant production backlogs and shipping delays was responsible for a number of overruns of contract times.

On February 1, 1973, Safety Signal Systems, Inc. became Automatic Signal's authorized representative for Oregon and other northwest states. Accordingly, Safety Signal Systems has the job files for projects which are still in process such as this one.

Since all equipment deliveries would have been made as scheduled but for the strike, there is justification for the extension of time.

Very truly yours,

Bruce R. Culver

Bruce R. Culver
Vice President

BRC:js

7701

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 7, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project T-5006(3)
Wasson Street, 10th Street & Market Avenue
(Coos Bay) Section
Time Extension

FROM : G. K. Hossner
for G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Reference is made to the May 30, 1973 letter requesting a 17 1/2-day time extension.

In light of the strike at the signal equipment supplier's factory and the resulting delay to the contractor, we feel this is a justifiable request. We concur with your proposed 17 1/2-day time extension.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUN 8 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUN 11 1973
Office of
Assistant State Highway Engineer

6-8-73

6-11-73
cy Pearsey
Shirley
Ballaglia

5

7701

May 30, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

#-1701

SUBJECT Request for Time Extension
Wasson Street, 10th Street and Market Avenue
(Coos Bay) Section
Oregon Project T-5006(3)

Hansen Electric Company has requested a 17½-day extension of contract time based on a strike at the signal equipment supplier's factory. This was a TOPICS project involving installation of traffic signals at three intersections in Coos Bay. Pertinent dates include:

Bids opened	February 24, 1972 (7 bidders)
Contract sent	March 13, 1972
Contract time started	March 24, 1972 - 240 days allowed
"Stop work"	July 27 to Sept. 17, 1972 - 51 days' strike time not counted
First work at project site	September 26, 1972
"Stop work"	November 22 through 26 - Thanksgiving weekend
"Stop work"	December 22 (noon) through 25 - Christmas weekend
"Stop work"	February 3 through 11, 1973 - awaiting final inspection
Project completed	February 12, 1973
257½ days counted = 17½ days liquidated damages @ $50	$875

The strike at the signal supplier's California factory apparently lasted from four to five months. During that time, some parts were shipped from a factory in Connecticut and some were assembled in California with non-union personnel. This resulted in defective assemblies and missing hardware which further hindered progress of the work. In addition, the delay into winter weather adversely affected work such as painting and patching pavement cuts. The supplier strike was recognized with a stop work order, which was lifted September 17, 1972, because site work was starting. The last controller was delivered the week of December 2, 1972. The strike lasted into December, 1972. Enclosed are copies of four letters from the supplier relating to the strike. Circumstances do not permit a precise listing of the strike delay time.

The requested 17½-day extension would be less than half the remaining strike time counted after September 17. We believe it would be reasonable to grant the 17½-day extension. Your concurrence is requested.

Att.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

SAFETY SIGNAL SYSTEMS Incorporated

[redacted] 220[redacted] P.A.
MOUNTLAKE TERRACE, WA 98043
[redacted]

AUTOMATIC SIGNAL – FOSCO SIGNS – ROCKWELL PARKING METERS – TDS PRODUCTS

May 11, 1973

Hansen Electric Company
P.O. Box 1135
Coos Bay, Oregon 97420

Attention: Mr. Russell Hansen
Re: OSHD Contract No. 7701, Coos County
Wasson St., 10th St., and Market Ave. (Coos Bay)

Gentlemen:

Enclosed are six copies of Automatic Signal's Warranty Statement as required in the specifications for the referenced contract.

Also in connection with this contract, please request a 90-day extension of contract time. That time extension is justified because there were equipment delays and shortages caused by a labor dispute at Automatic Signal's Torrance plant. This is substantiated with supporting documentation as follows:

1) The originally planned equipment shipping schedule (see copy attached) would have, if met, permitted you as contractor to complete the project within the contract time. However, Teamsters Local 572 struck Automatic Signal's Torrance plant on July 27, 1972 and curtailed that plant's production (copy of form letter advising of this problem is attached).

2) Because a settlement of the strike did not appear imminent, controller cabinet wiring production work was transferred to Automatic Signal's Norwalk, Connecticut plant. However, the Torrance production backlog added to the existing Norwalk backlog resulted in a 60 to 90 day setback in controller shipping schedules.

3) Traffic signals and framework were assembled during the strike at the Torrance plant but with makeshift personnel. However, many problems were encountered with wrong shipments, delays, poor assemblies, and parts shortages all of which you experienced with equipment for this project.

SAFETY SIGNAL SYSTEMS

4) The strike at the Torrance plant was not settled until December, 1972 but the resultant production backlogs and shipping delays were responsible for a number of overruns of contract times.

Please note that on February 1, 1973, Safety Signal Systems, Inc. became Automatic Signal's authorized representative for Oregon and the other northwest states. Accordingly, Safety Signal Systems has the job files for projects, which were or are still in process such as this one, and responds for Automatic Signal accordingly.

Very truly yours,

Bruce R. Culver

Bruce R. Culver
Vice President

BRC:js

SAFETY SIGNAL SYSTEMS, INC.

TRAFFIC CONTROL and LIGHTING

11726-B Aurora Avenue North
Seattle, Washington 98133

March 7, 1973

Hansen Electric Company
P.O. Box 1135
Coos Bay, Oregon 97420

Attention: Mr. Russell Hansen
Re: OSHD Contract No. 7701, Coos County
Wasson St., 10th St., and Market Ave. (Coos Bay)

Gentlemen:

It is respectfully requested that you apply to the Oregon State Highway Commission for a 45 day extension of contract time for the referenced project. In substantiation of this request, the following reasons are presented with supporting documentation:

1) The originally planned equipment shipping schedule (see copy attached) would have, if met, permitted you as contractor to complete the project within the contract time. However, Teamsters Local 572 struck Automatic Signal's Torrance plant on July 27, 1972 and curtailed that plant's production (copy of form letter advising of this problem is attached).

2) Because a settlement of the strike did not appear imminent, controller cabinet wiring production work was transferred to Automatic Signal's Norwalk, Connecticut plant. However, the Torrance production backlog added to the existing Norwalk backlog resulted in a 60 day setback of controller ship schedules.

3) Traffic signals and framework were being assembled at the Torrance plant with makeshift personnel. However, many problems were encountered with wrong shipments, poor assemblies, and parts shortages all of which you experienced with equipment for this project.

— THE FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC SIGNAL DIVISION

FORM LETTER
SENT TO CUSTOMERS
AND JURISDICTIONS
ON AUGUST 9, 1972

Gentlemen:

We wish to inform you of a possible delay in shipment of your materials on any open orders you may have with us. Our manufacturing and production operation was curtailed effective July 27, due to a strike by the employees at our Torrance plant which was called by the International Teamsters Union Local 572. The duration of this strike is unknown at the present, and as soon as settlement has been reached and the employees have returned to work, we will notify you by letter.

It is requested that you contact your customers and notify them of this condition. By virtue of this letter to you, you are entitled to an extension of time, if necessary, for completion of your order due to the current strike situation.

We will continue to make every effort to reach a settlement of the strike. Meanwhile, we would appreciate receiving a copy of your letter to your customers informing them of our strike condition, together with any subsequent letters from the State regarding this matter.

We wish to point out that we are doing everything possible to expedite orders in house with the existing personnel.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Harold Stead

Harold Stead
Manager of Sales Administration

Regent Street, East Norwalk, Connecticut 06855 (203) 838-4791 Cable Autosignal
West Coast 3011 West Lomita Blvd Torrance, California 90510 (213) 775-6351

— THE FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC SIGNAL DIVISION

August 7, 1972

FORM LETTER
EXPLAINING STRIKE

I am writing this letter to explain to you as best I can the status of the contract negotiations between Automatic Signal in Torrance and Teamsters Local 572.

Representatives of both the company and the Teamsters have met on numerous occasions in a sincere effort to reach agreement on all contract issues. We in fact have reached agreement on all issues except three--union security, dues checkoff, and the term or length of time that the contract will remain in force.

The following issues have been agreed to between the company and the Union: hours of work and overtime, seniority, vacations, leaves of absence, military leave, sick leave, jury duty pay, funeral leave, holidays, stewards, shift premium, grievance and arbitration procedures, management rights, discipline and discharge, paid rest periods and clean up time, health and welfare, successors and assigns, maintenance of more favorable conditions, and wages. In the latter case, the company has accepted the Union's proposal that, for the first year of the contract only, each member of the bargaining unit would receive a 15 cent per hour across the board increase.

With respect to the union security clause, the Union has maintained its original proposal that the company accept a "union shop". This in effect means that after 30 days of employment every present and future employee in the bargaining unit would have to join the Union and pay all required dues, which we understand are $10 per month, in order to maintain employment with the company. In addition, new employees would have to pay an initiation fee of approximately $75.

The company could not agree to the Union's "union shop" proposal and counter proposed an "open shop". Then, the company

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

revised its proposal and informed the Union that it would agree to a "maintenance of membership" clause. This clause would allow every employee to make his or her own choice as to whether or not to join the Union. Should the employee join, he or she would have to maintain membership in the Union as a condition of continued employment. We feel that this proposal is fair and just. We also feel that the Union's proposal of a "union shop" would hinder the company in hiring and retaining qualified personnel. All employees should be free to join the Union if they wish, but they should not be fired for refusing to join, any more than they should be fired for joining. That is a matter that we feel should be handled internally by the Union and the people it represents.

It might be of interest to you that approximately half of the union contracts now in existence in the United States do not contain a union shop clause. In addition, 19 states have ratified legislation that prohibits union membership as a requirement or condition of employment. Machine shop personnel employed at our Waltham facility have been represented by the IAM for many years and, for that entire period, the IAM has negotiated contracts with the company which have contained an open shop clause. Our relationship with the IAM has always been excellent and to my knowledge a grievance situation has never resulted from our open shop arrangement.

In regard to dues checkoff, the Union has proposed that all dues and initiation fees be deducted from the employee's paycheck. The company has found this proposal to be unacceptable. We feel that the collection of dues and other fees is strictly an internal union affair. The Union and the Union alone determines the amount of dues, initiation fees and any other assessments. Accordingly, we firmly feel that the responsibility for the collection of such money lies strictly with the Union.

With respect to the term of the contract, the Union originally proposed a one year contract but stated that it could probably agree to a two year contract, provided the contract allowed for a wage and benefit reopener after the first year. The company's counter proposal was to have a three year contract with a wage reopener at the end of the first year, followed by a wage and benefit reopener at the end of the second year. This matter has not been discussed further.

With respect to all issues of the contract, the company has bargained in sincere good faith. It is true that we do not see eye to eye with the Union on the three remaining issues to be

settled, but we firmly believe that our position on these matters is more than justifiable. We simply cannot make unreasonable concessions on these matters at the undue expense of the company and/or its employees.

We are sorry that an economic strike has been undertaken by the Union. It is quite difficult to see how such an action will help to resolve the differences between the company and the Union. While the Union is still free to call a strike against the company, the company must nevertheless continue to serve its customers. Automatic Signal is in business only because it has been able to serve its customers properly, and it will continue to do so during the strike, even if it necessitates the hiring of replacement personnel.

It is almost impossible for me to fully describe in this letter the complete course of our negotiations with the Union. I have attempted to explain the present status of the situation as best I can. I suggest that you contact your Automatic Signal representative should you have any questions regarding the above matters.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Irvin Goebel

Irvin Goebel
Vice President
Western Operations

IG:msf

— THE FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC SIGNAL DIVISION

August 7, 1972

Mr. Russell D Hansen
Hansen Electric
P.O. Box 597
Coos Bay, Oregon 97420

Dear Mr. Hansen:

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West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

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Very truly yours,

AUTOMATIC SIGNAL DIVISION

Irvin Goebel

Irvin Goebel
Vice President
Western Operations

IG:msf

— THE FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC SIGNAL DIVISION

August 4, 1972

Hansen Electric
P. O. Box 597
245 South 2nd St.
Coos Bay , Oregon 97420

Gentlemen:

We wish to inform you of a possible delay in shipment of your materials on any open orders you may have with us. Our manufacturing and production operation was curtailed effective July 27, due to a strike by the employees at our Torrance plant which was called by the International Teamsters Union Local 572. The duration of this strike is unknown at the present, and as soon as settlement has been reached and the employees have returned to work, we will notify you by letter.

It is requested that you contact your customers and notify them of this condition. By virtue of this letter to you, you are entitled to an extension of time, if necessary, for completion of your order due to the current strike situation.

We will continue to make every effort to reach a settlement of the strike. Meanwhile, we would appreciate receiving a copy of your letter to your customers informing them of our strike condition, together with any subsequent letters from the State regarding this matter.

We wish to point out that we are doing everything possible to expedite orders in house with the existing personnel and do not anticipate any undue delays. If you desire any additional information with respect to this matter, please do not hesitate to contact us.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Harold Stead
Harold Stead
Manager of Sales Administration

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

AUTOMATIC SIGNAL DIVISION

3011 W. Lomita Blvd. P. O. Box 3188 Torrance, California 90510
775-6351 or 325-1820

DENVER, COLORADO 80222 • 1805 SOUTH BELLAIRE STREET • WRITERS' C
PHOENIX, ARIZONA 85017 • 2877 WEST FAIRMOUNT AVENUE • (602) 279-41
SACRAMENTO, CALIFORNIA 95816 • 3112 "O" STREET • SUITE 2 • (916) 452
SAN FRANCISCO, CALIFORNIA 94121 • 5618 GEARY BOULEVARD • SUITE 2
SEATTLE, WASHINGTON 98133 • 11726 AURORA AVENUE (NORTH) • (206) 3

SOLD TO • EMSEN ELECTRIC COMPANY
P.O. BOX 507
COOS BAY, OREGON 97420

SHIP TO • EMSEN ELECTRIC COMPANY
245 SO. SECOND STREET
COOS BAY, OREGON 97420

RECEIV

ORDER NO.	PAGE / PAGES	DATE RECD.	CUST. ORDER NO.	TERMS	F.O.B.	SHIP VIA	NO. INV.	C
30,417	1 of 6	4-3-72	1572	NET - 30	SHIP POINT PPD	CSW	5	

JOB IDENTIFICATION — SPECIAL INSTRUCTIONS

JOB I.D.: STATE OF OREGON, EMSEN ST.; 10TH ST.
& MARKET STREET. - Coos Co.
STATE I.D. [illegible]-T-5003 (3)

SPECIAL INSTRUCTIONS - [illegible]

[illegible] JOB
JOB COMPLETION DATE - 11-22-72
NUMBER OF DAYS - 240 CALENDAR DAYS
PENALTY DAYS - $50.00 PER DAY

SUBMITTAL MATERIAL (except pole dwgs.)
HAS BEEN SENT TO CONTRACTOR BY SEATTLE
OFFICE - FIELD DRAWINGS REQUIRED

OR-2W2

SHIPPING SCHEDU

SHIP VIA:

SHIP ANCHOR BOLTS TO SHOP 5/
SHIP CONTROLLERS TO SHOP 9/8
SHIP SIGNALS, SMALL POLES, E
SHOP 8/25/72
SHIP LARGE POLES TO JOBSITE
SHIP FIXED TIME CONTROLLER T

MARK ALL PACKAGES WITH P.O. #

4/17 - Proofread -
Only change - Ship to - 1127 So Broadw
Coos Bay
Rev to Tenaya. 4/17/72

SALESMAN

C SIGNAL DIVISION
88 Torrance, California 90510
325-1820

DENVER, COLORADO 80222 • 1805 SOUTH BELLAIRE STREET • WRITERS' CENTER II • (303) 757-1868
PHOENIX, ARIZONA 85017 • 2977 WEST FAIRMOUNT AVENUE • (602) 279-4151
SACRAMENTO, CALIFORNIA 95816 • 2112 "O" STREET • SUITE 2 • (916) 452-1401
SAN FRANCISCO, CALIFORNIA 94121 • 5618 GEARY BOULEVARD • SUITE 201 • (415) 387-5080
SEATTLE, WASHINGTON 98133 • 11726 AURORA AVENUE (NORTH) • (206) 365-7272

[illegible]
97420

SHIP TO
[illegible] ELECTRIC COMPANY
245 SO. SECOND STREET
COOS BAY, OREGON 97420

RECEIVED APR 7 1972

RECD -72	CUST. ORDER NO 1672	TERMS NET - 30	F.O.B. SHIP POINT PPD	SHIP VIA CSW	NO. INV 5	CODE	SALES TAX (Y) (N) X	SALES TAX EX. NO. OUT OF STAT

— SPECIAL INSTRUCTIONS

[illegible]REGON, [illegible]REGON ST., 10TH ST.
[illegible]RNET. - Cape Co.
[illegible]-2-5003 (3)

[illegible]STRUCTIONS - [illegible]

D
[illegible]TICH DATE - 11-22-72
DAYS - 240 CALENDAR DAYS
[illegible]YS - $50.00 PER DAY

[illegible]TERIAL (except pole digs.)
[illegible]NT TO CONTRACTOR BY SEATTLE
[illegible] DRAWINGS REQUIRED

SHIPPING SCHEDULE

SHIP VIA:

SHIP ANCHOR BOLTS TO SHOP 5/1/72
SHIP CONTROLLERS TO SHOP 9/8/72
SHIP SIGNALS, SMALL POLES, BAL. OF MTL. TO SHOP 8/25/72
SHIP LARGE POLES TO JOBSITE 8/7/72
SHIP FIXED TIME CONTROLLER TO SHOP 9/8/72

MARK ALL PACKAGES WITH P.O. #1672

COPY ORIGINAL SHIPPING SCHEDULE

2 2 2

4/17 - Proofread - Only Change - Ship to - 1127 So Broadway Coos Bay
Rec'd Torance. 4/13/72

SALESMAN

7701

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wasson St., 10th St. & Market Ave.(Coos Bay)		WEEK ENDING: April 21,1973
		SECTION PREFIX: 6-0604
HIGHWAY: Cape Arago, Empire-Coos Bay & Ore.Coast		COUNTY: Coos
NAME OF JOB: Wasson St.,10th St. & Market Ave.	KIND OF WORK: Traffic Signals	
CONTRACTOR: Hansen Electric Co.	CONTRACT NUMBER: 7701	FEDERAL AID PROJECT NUMBER: T-5006(3)
DATE OF CONTRACT: August 4, 1972	DATE WORK STARTED: Sept. 26,1972	ESTIMATED COMPLETION DATE: Feb. 12,1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 257½
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107.3%
PROJECT AUTHORIZATION: $ 50,715.60		
EXCLUSIVE OF ENGINEERING: $ 46,286.36	ENGINEERING AUTHORIZATION $ 4,429.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,400.88	ENGINEERING COST TO DATE $ 4,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / ~~UNDERRUN~~ 4 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: Feb. 12, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Boom truck , pickup, Van truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Cloudy			
MONDAY 16	Showers			
TUESDAY 17	"			
WEDNESDAY 18	"			
THURSDAY 19	"			
FRIDAY 20	Fair			
SATURDAY 21				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22 ~~XX~~	
MONDAY 23	
TUESDAY 24	
WEDNESDAY 25	
THURSDAY 26	Market & Broadway: 3 Men replaced arm on pole #3 (25 ft. arm) Moved pedestrian signal on pole #1 to South face instead of East face of pole. Resighted heads. Wasson St.: Replaced lamp in pedestrian Walk Signal (N.E.Corner & resighted ~~pedestrian head in N.W. corner that had been hit and bent visor.~~
FRIDAY 27	
SATURDAY 28	

REMARKS

No further work planned. Contractor has a dispute going with the pole manufacture whether the arm was bent in fabrication or damaged in shipment. (cost of arm and labor on replacing it.)

Mr. Tom Low inspected the project on Wed. April 19th.

Another letter from the City of Coos Bay will be requested this date and the contractor has his P.R. 47 yet to submit.

Final report.

SIGNED Eugene H. Cook LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

FORM PR 33B (REV. 3-68) OSHD (Coulter) Region Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Coos	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
4/18/73	T. P. Lowe, Area Engineer 7701		EHS-T-5006(3)

IN COMPANY WITH
E. H. Ash, Resident Engineer

QUALITY OF WORK *	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	%	99 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN.

(*Not applicable for all Contacts.)

WASSON STREET, 10TH STREET & MARKET AVENUE
CAPE ARAGO, EMPIRE-COOS BAY & OREGON COAST HIGHWAYS
Traffic Signals

1. Completion Time

The project was completed 2/12/73, 17 1/2 days after the contract time expired. It is expected the contractor will request a time extension based on a strike of a signal supplier. This matter will be reviewed following the contractor's request.

2. Overruns and Underruns

There were no significant underruns or overruns of the plan quantities.

3. Comments

One signal shield at 10th and Wasson had been bent slightly and needs to be straightened. Also a bulb in a "WALK" signal was out.

The mast arm on the SE Corner of Market and Broadway is bent. The State has advised the contractor that this mast is unacceptable and the contractor ordered a replacement. The Resident Engineer advised me that the damaged arm was replaced on April 19, 1973.

A signal shield on the NW corner of Market and Broadway was struck by a turning truck. The signal head was moved back to avoid further damage following this inspection.

RECEIVED
STATE HWY ENGR
JUN 29 '73
REFER TO
FOR
Info | Invest | Rpt | Ltr | Corr | Fact | File

COPY SENT
JUN 29 1973
OFFICE

6-27-73
CM

NOTED
H.S.COULTER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

7701

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 27, 1973

Federal-aid Project No. T-5006(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7701 Work Completed February 12, 1973

Project Wasson St., 10th St. & Market Ave.(Coos Bay)

Highway Cape Arago, Empire-Coos Bay & Oregon Coast

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 18, 1973

Conditions not acceptable: None

G. K. Hammond for V. V. Cusack
Acting Division Engineer

NOTED
R. S. COULTER

cc: F. B. Klaboe
L. H. Young

VG:dgk

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
JUN 26 1973
OREGON DIVISION

6-29-73

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1973

In reply refer to: 10-35-DB

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project T-5006(3)
Wasson St., 10th St. & Market Ave. (Coos Bay)
Cape Arago, Empire-Coos Bay & Oregon Coast
State Force Order No. 1
Total Estimated Amount of the Order - $1,202.00
Federal Participation - $721.20

Reference is made to Mr. Young's letter of January 3, concerning the subject order.

The use of State Forces if approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

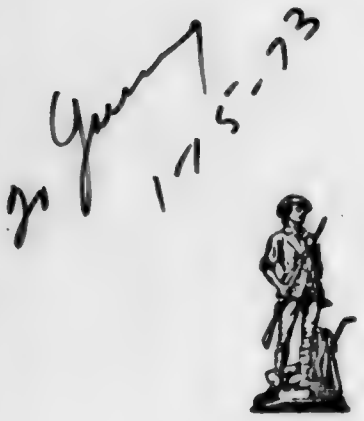
1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,202.00 with Federal participation of $721.00.

Enclosure
State Force Order No. 1



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JAN 4 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7701

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 3, 1973

Federal-aid Project No. I-5006(3)

FROM ORIGINAL SIGNED BY
L. D. ASBURY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7701 State Force Order No. 1

Project Wasson St., 10th St. & Market Ave. (Coos Bay)

Highway Cape Arago, Empire-Coos Bay & Oregon Coast

County Coos

This order covers the cost of permanent striping and signing on this project. The project plans indicated that this work would be performed by others and not by the contractor. An anticipated fund of $300.00 was set up on the project to cover permanent striping work.

Copies of the engineer's letter of explanation are attached.

The estimated cost of the work under this order is $1,202.00 with Federal participation in the amount of $721.20. Reimbursement on an actual cost basis for signing and on agreed unit prices for striping is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 18, 1972.

Your approval as of November 18, 1972 is requested.

Attach.

BMW:dgk

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

..IGHWAY DEPARTMENT INVOICE

NO. 110080

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-25-72	cc 1319	

CREDIT DISTRIBUTION

6-0604-299

•City of Coos Bay
•City Hall
•Coos Bay, Oregon 97420
•

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ P.E. ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Harold A. Leedom, Manager			
Advance Deposit			
Partial transfer of advance deposit for construction of the Wasson St., 10th St. & Market Ave. Section of the Cape Arago, Empire-Coos Bay and Oregon Coast Hwys. TOPICS Project. Contract # 7701			$ 10,800.00
Covered by agreement dated 10-5-71			$ 5,800.00
to be retained			$ 5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF COOS BAY

CITY HALL

COOS BAY, OREGON 97420

Attention of Harold A. Leedom, Manager

Request No. (assigned by staff engineer or head of division) cc 1319

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5006(3)

Itemized Statement: ADVANCE DEPOSIT $10,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of Advance Deposit for construction of the Wasson St., 10th St., & Market Ave. Section of the Cape Arago, Empire-Coos Bay and Oregon Coast Hwys. TOPICS Project. Contract #7701		
		Covered by agreement dated 10/5/71.		5,800
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 10,800

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 6-0604-299

Submitted by: Richard Bladorn RICHARD BLADORN

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

FORM PR-33A (REV. 3-68) OBHD (Johnson) Region Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth ch

Region No.	Report No.	County	Division
10	1	Coos	Oregon

Date of Inspection	Inspection Made By	Project No.
10-26-72	D. B. Carter, Asst Area Engineer	EHS-T-5006(3)

In Company With
E. H. Ash, OSHD, Project Engineer

NOTED
A. E. JOHNSON

Location
The project is located on Wasson St., 10th St., and Market Avenue in Coos Bay, Oregon.

To Constr. on Bridge 11-17-72

Contractor Name and Address
Hansen Electric Company, P.O. Box 1135, Coos Bay, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3-18-72	43,493.17	240 cal days	3-24-72	9-26-72

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Safisfactory	Satisfactory	167.240-70 %	12%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031	0.00	NA	NA	NA

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
None		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

WASSON STREET, 10TH STREET & MARKET AVENUE
CAPE ARAGO, EMPIRE-COOS BAY & OREGON COAST HIGHWAYS
Traffic Signals

COPY SENT
NOV 13 1972
REGIONAL OFFICE

I. Introduction

This project provides for the installation of traffic signals and associated work at three locations in Coos Bay, Oregon.

2. Work Completed

Wasson Street at Cape Arago Highway - Except for one push button pole base all pole bases have been poured.

The loop detectors are in place.

10th at Central - The pole bases and controller base have been poured.

Broadway at Market - The locations for the pole bases have been marked and cut.

(more)

11-14-72

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Work in Progress

The contractor was excavating a conduit trench at the Broadway at Market Street location.

4. Labor Compliance and EEO

The Project Engineer indicated that the contractor's payrolls are current. The bulletin board with the required posters is located at the contractor's office as this is where the men report for work. The EEO officer for the project is Mr. John Hansen.

5. Comments

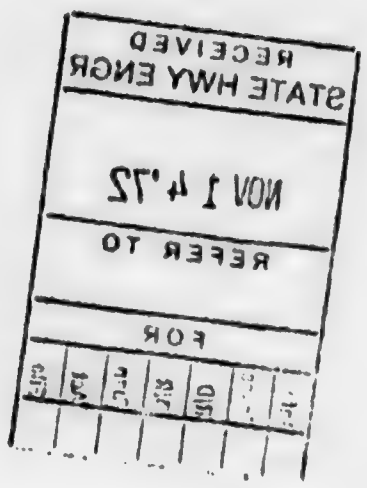
Price Agreement No. 1 covers revisions of the sidewalks to be installed, deletion of the adjustment of a manhole and the installation of the pedestrian push button on an existing pole at Wasson Street in lieu of installing a special push button pole.

The following subcontracts have been approved:

John's Backhoe Service - Removal of structures and obstructions and other excavation work connected with the project.

Sypher & Bighaus Contractors - Forming and pouring of the pole bases.

Johnson Rock Products - Asphalt paving and placing curbs and sidewalks.



RECEIVED
NOV 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 3 - 1972
☐ ENGR. ☐ COOR. ☐ QE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

We are forwarding, under separate cover, three copies of final voucher for each of the following federal-aid projects:

I-5-1 (72) 36	Rock Point - Seven Oaks Section	$ 0.00
F-121 (4)	Fern Hill Slide Section	0.00
S-RS-60 (3)	Geary Ranch-Green Springs Interchange Sec.	0.00
T-5004 (1)	City of Baker (Urban Area) TOPICS Plan	0.00
T-5006 (2)	Wasson St., 10th and Market Ave. (Coos Bay)	0.00 PE only
T-5018 (1)	2nd Street - 3rd Street (McMinnville)	0.00
T-5019 (2)	Biddle Road-Crater Lake Ave. (Medford) Sec.	0.00

The following projects show the final cost and federal funds requested exceeding the funds set up in the project agreement, and accordingly, the project agreement is modified to conform with the revised amount:

I-80N-1 (14) 00	Union Avenue - Sundial Sec.	$ 383.65
T-5011 (1)	Forest Grove Areawide TOPICS Plan	36.75
T-5014 (1)	Hillsbora Areawide TOPICS Plan	11.14
T-5017 (2)	Oak St. at 2nd and Park Sts. & Grant St. at Williams St. (Lebanon)	275.08
T-5027 (1)	St. Helens Areawide TOPICS Plan	28.06
T-5027 (2)	Columbia Blvd. At 18th and St. Helens Sts. (St. Helens)	244.31

Very Truly yours,

George M. Baldwin
Administrator of Highways

By:

V. E. Skoog
Controller

VES:PH:kmb

H. S. COX

OREGON STATE HIGHWAY DIVISION

REGION 3 P. O. Box 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. Harold A. Leedom
City Manager
P. O. Box 1118
Coos Bay, Oregon 97420

October 3, 1972

Dear Mr. Leedom:

This will acknowledge your letter of September 14, 1972, directed to our Salem office concerning the progress of the TOPICS signal installation project in Coos Bay.

This contract was awarded to Hansen Electric Company March 13, 1972. The contractor has 240 calendar days in which to complete the contract. We have documents which indicate that his order was placed for steel poles March 27, 1972. The present best estimate is that these poles will be shipped October 16, 1972, and, therefore, would be on the job site during November.

A strike occurred July 27, 1972, affecting the automatic signal division suppliers of the control equipment. The project was placed on shutdown status due to this strike after 125 calendar days had been charged. Calendar days were started again during late September and will continue until the job is completed.

On a project such as this, we know the actual labor of installation is minor compared to the procurement time for materials. It is rare that a contractor will even begin a project such as this until his materials are all available to him.

I hope this is a satisfactory explanation of the status of this particular contract and signal contracts in general.

Very truly yours,

ORIGINAL SIGNED BY JOHN W. SHELDRAKE

JOHN W. SHELDRAKE
Region Maintenance Engineer

GLC:cc
cc: L. E. George
H. S. Cox
R. A. Sandmann
Bob Judson

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

FORM 6-30 (REV. 10-69)

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
September 20, 1972

SUBJECT: Wasson St., 10th St. & Market Ave.

To:

Mr. Hal Versteeg
Region Engineer
Roseburg, Oregon

Atten: Glenn Clark

Attached are copies of the letters from Automatic Signal Division in regards to a strike at one of their plants. Also attached is the copy of the placing of the order for the poles on 3/27/72 and the letter of the return of the shop drawings on 5/30/72.

Although the company is still on strike, they are trying to supply the order for the material and poles from another source and now have a shipping date for the poles of 10/16/72. This means that the poles and equipment should arrive some time in November.

With this in mind now of promised dates and too get every thing done that can be done ahead of time before the poles arrive, the contractor will start his ground work today or tomorrow. Some of the preliminary work could have been done months ago but the contractor no doubt felt that it would have cost more to start and stop and keep someone familiar with the job than just to show he has started work. He no doubt wanted to keep all the E.E.O. reporting down to a minimum also.

The time of 125 calendar days was charged up to strike date of July 27th. Then the job was placed on shutdown. His time will be started again this week and run until the project is completed.

As of this date the reinforcing steel, pole bolts, and wire is all that has arrived for material for the signal equipment. The bolts no doubt did arrive about the last part of August but he was finishing up the traffic signal job at ~~Redmond~~ Redmond. He was thinking about starting work on Sept. 1 & 5 and then shut down again until today but this didn't seem to me that it would have gained anything if he had. I didn't encourage him to do it either.

Hope this is the information you need.

ROSEBURG DIVISION
RECEIVED
SEP 25
Eugene H. Ash

Eugene H. Ash

E	ADE	ADE	ADE	DOE

Assign ..... For .....

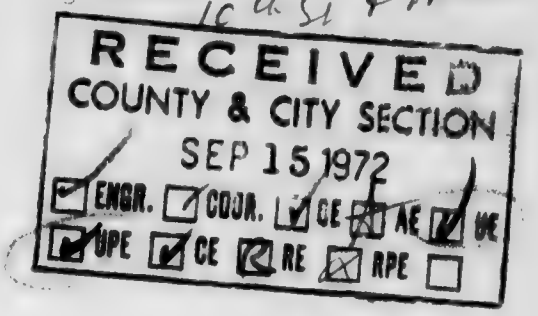
Reply ..... Action .....

Coos Bay
- a -
Cape Arago Hwy
T.
Wasson Ave, 16th St & Market

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

September 14, 1972



Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Dear Si:

The attached copy from the September 14, 1972, World, our local newspaper, will give you a good indication of the concern that the citizens of Coos Bay, the City Council, and the Coos Bay staff have about the traffic signal work scheduled to be done "this summer."

So far everybody from the Highway Department to the contractor comes off scotfree while the City is blamed for something which we apparently have little or no control over.

I do not know what steps it will be necessary for us to take next, but I wish you would forward this letter and the attached copy to whomever in the Highway Division should receive this.

I would also appreciate somebody's immediate attention to the installation of the traffic signal scheduled to be installed under the TOPICS program, for which the City of Coos Bay has paid its share, at Newmark and Wasson in order that this kind of situation can be eliminated immediately. The Highway Department's immediate attention into this matter is imperative.

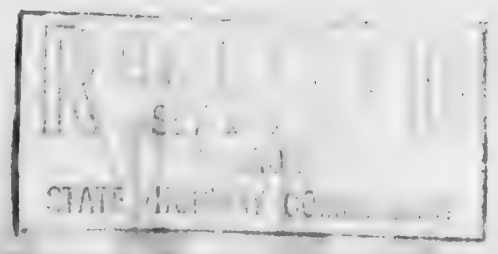
Yours truly,

Harold A. Leedom

Harold A. Leedom
City Manager

c.c. Hansen's Electric

9-15-72 CC: J. H. VERSTEEG w/att.
Please Reply to City.



Contract 7701
Awarded 3/13/72

City With A Future

World 9/14/72

Public Forum

Traffic Survey Above All Else?

I've never written a letter to the editor before, at least none that I mailed.

I wrote a couple that I thought were real beauties, but when I read them I was so pleased with my rhetoric and style that my whole mood changed for the better and I couldn't bring myself to mail them. Most of them were about little things anyway. This letter is about a "little thing too," my little boy. He's only eight. He almost missed being nine. He was hit by a car last night in "light" traffic.

I didn't see it happen. By the time I got there he was lying on the sidewalk, looking pitifully small. If you're wondering how I know he was hit in light traffic when I didn't see it happen, I'll be glad to explain.

A survey was run by the State Highway Commission or the City of Coos Bay, or the FBI or SOMEONE, and that SOMEONE has decreed that cross traffic on Newmark Street from the Empire Y to the Balboa is LIGHT, therefore no traffic signal is needed to allow school children to cross the street, as a matter of fact, at about the same time Market Street School closed, forcing all the kids living on the north side of Newmark to cross the street, just when we needed a light most, they RAISED the speed limit so people could zip on through, thus eliminating that awful congestion.

The ding-a-ling who recommended raising the speed limit on Newmark either has never tried to get from North Cammann to South Cammann between 3 and 6 p.m. or he belongs in an institution where he can't hurt himself, and more importantly, where his stupid reports will not wreak havoc among defenseless school children who must hazard the traffic on Newmark twice a day.

When these squirrels were running their "traffic survey," were they counting cars or kids? Nine hundred (900) kids go to Michigan Avenue and Madison Street schools and a lot of them live north of Newmark. That's a lot of kids to cross the street in about an hour.

I suppose if nobody else gets hit this year the casualty rate will be considered "light." (Just like the traffic.) As a matter of fact, even if one or two are killed that is still a "light" toll considering all those kids. That ought to be a real consolation to the parents.

My wife, bless her heart, is trying to look on the bright side of things. She thinks, "Now maybe we'll get something done!" (By "SOMETHING" she means a traffic light.) She's crazy. Don't get me wrong. I love her. But she's crazy. The State of Oregon, or City of Coos Bay, or whoever else has to be convinced before it becomes a reality, is not going to put up a stop light just because some kid got hit by a car! Why heavens no, what kind of planning would that be? The proper way is to take a traffic survey. Then if traffic is "heavy" you raise the speed limit and if traffic is "light" you do not put up signals. I'm sure no "Big Planner" worth his salt would allow himself to be swayed by emotional stories of battered children lying in cross walks, after all, the important thing is "traffic flow," or "traffic patterns." It's a question of how many people are using the street, not how many are bleeding in it.

After considerable trouble the city finally has managed to secure permission to put up one traffic light in the Empire District. One lousy traffic light. They're going to put it up just as soon as the pole arrives. In November if the pole hasn't arrived and the light isn't up, someone is going to start paying some sort of penalty to someone else.

My son paid part of the price last night for the delay in installing the light. He isn't seriously hurt, just bruised and sore. If he had been killed I wonder if the light would go up any sooner.

Probably not.

Douglas King Sr.
Coos Bay

RECEIVED
COUNTY & CITY SECTION
OCT 4 - 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Glen — I discussed this with H. Leedom & he indicated it was his opinion explaining Mr. King on some of the history etc associated with this intersection.

Bob

1

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

September 13, 1972

The World 6/27/72
Coos Bay ---------- 6-27

Answers Letter On Signal

Mr. L. O. Alston, in a letter which you published June 21, raised some questions about the traffic signal to be installed at Newmark and Wasson Stree's in the Empire District of Coos Bay. Mr. Alston deserves an answer and as there are others asking the same questions, you will provide a public service by publishing this letter also.

The Oregon State Highway Commission has awarded a contract for the installation of three traffic signals in Coos Bay, of which the Newmark and Wasson signal is one. The contract calls for a completion date in early November. The lengthy time allowed is necessary because of the normal delays encountered by all contractors in obtaining delivery of steel poles and other equipment from manufacturers.

The firm who was awarded the contract has placed orders for the poles and other equipment and is now awaiting delivery. At this time no date can be established for the work to begin. There is a penalty for not having completed the work by the November date, however.

G. W. Ulett
Public Works Director
Coos Bay

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

The Coos Bay City Council has asked that they be given a full report on the status of the TOPICS project to install traffic signals in Coos Bay. This is the contract which you awarded to Hansen Electric Company on March 13, 1972.

Please advise me of the contract status including the probable construction schedule.

Very truly yours,

Gerald W. Ulett
Gerald W. Ulett
PUBLIC WORKS DIRECTOR

GWU/mk

cc: City Manager

RECEIVED
COUNTY & CITY SECTION
SEP 14 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

9-14-72
CC: J. H. VERSTEEG - PLEASE REPLY TO CITY.

City With A Future

7701

Salem, Oregon

June 29, 1972

Vern R. Skoog, Controller
BUILDING

L. H. Young, Program Engineer

Contracts have been awarded for the construction of the facilities covered by the following preliminary engineering projects; therefore would you please have the necessary actions taken for submission of the final vouchers to FHWA on these preliminary engineering projects.

T-5006(2) Wasson St., 10th St. and Market Ave. (Coos Bay)
T-5017(2) Oak St. at 2nd and Park Sts and Grant St. at Williams St. (Lebanon)
T-5018(1) 2nd St. -3rd St. (McMinnville)
T-5023(2) S. W. 3rd Ave. -S. W. 5th Ave. (Ontario)
T-5025(11) Pearl St. and Warner-Milne Rd. (Oregon City)
T-5027(2) Columbia Blvd. at 18th and St. Helens Sts. (St. Helens)

The work of preparing the area wide plans have been completed and approved by FHWA on the following preliminary engineering projects and preparation and submission of the final voucher to FHWA could be undertaken on these projects:

T-5004(1) Baker Area-Wide Topics Plan
T-5011(1) Forest Grove Area-Wide Topics Plan
T-5014(1) Hillsboro Area-Wide Topics Plan
T-5027(1) St. Helens Area-Wide Topics Plan

CL:kds

OREGON STATE
HIGHWAY DIVISION

7701

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. T-5006(3)

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7701, Price Agreement No. 1

Project Wasson St., 10th St. & Market Ave. (Coos Bay)

Highways Cape Arago, Empire-Coos Bay & Oregon Coast

County Coos

The Agreement covers revisions of the sidewalks to be installed, deletion of adjustment of a manhole and installation of the pedestrian push button on an existing pole at Wasson Street in lieu of installing a special push-button pole.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 16, 1972.

Your approval as of May 16, 1972 is requested.

JK:bb

Attachments

RECEIVED
FOR FILING

7701

March 27, 1972

Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7701 for traffic signals on Wasson Street, 10th Street, and Market Avenue in the City of Coos Bay of the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **United Pacific Insurance Co.**
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Eugene Ash

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-80	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
4		Coos
		PROJECT NO.
		EHS-T-5006(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Street Intersections in City of Coos Bay

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-72	0.00
OTHER *(Specify)*		

FUNDS **Pro Rata 63.55%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 48,722.00	$ 30,962.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Roberts

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. E. Simpson
(Division Engineer)

R. E. Simpson

Date executed by Division Engineer MAR 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 6-22-71.

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5006(3) Safety

WASSON STREET, 10TH AND MARKET AVE. (COOS BAY)

CAPE ARAGO, EMPIRE-COOS BAY AND ORE. COAST HIGHWAYS

COOS COUNTY

Salem, Oregon, March 15, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (3 Highways in Coos Bay)

Temporary Protection and Direction of Traffic	All Required		$ 600.00
Removal of Structures and Obstructions	All Required		793.41
Class "C" Asphalt Concrete	100 ton	16.89	1,689.00
Concrete Inlets, Type CG-1	1 only	314.47	314.47
Concrete in Walks and Curbs	13 cu.yd.	84.63	1,100.19
Adjusting Manholes	1 only	148.10	148.10
Traffic Signal Installation, Complete	All Required		38,848.00
			$43,493.17
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		300.00
			$ 800.00
	Subtotal		$44,293.17
	10% Engr. & Cont.		4,428.83
	Total		$48,722.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

STATE COPY

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5006(3) Safety

WASSON STREET, 10TH AND MARKET AVE. (COOS BAY)

CAPE ARAGO, EMPIRE-COOS BAY AND ORE. COAST HIGHWAYS

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Adjusting Manholes	1 only	148.10	148.10
Traffic Signal Installation, Complete	All Required		38,848.00
			$43,493.17
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		300.00
			$ 800.00
	Subtotal		$44,293.17
	10% Engr. & Cont.		4,428.83
	Total		$48,722.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-5-71	COUNTY Coos
		PROJECT NO. T-5006(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

At intersection in City of Coos Bay (Broadway & Market, Central & 10th, Ocean Blvd & Newmark)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — P.S.&E. w.i.p. Right of Way	11-5-71 8-24-71	1.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS — Fed. Participation 65.35%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,000	$ 2,542

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

Date executed by
Division Engineer _____

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 14, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by R D Asbury
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of February 28, 1972, is requested in the award of contract for the Wasson St., 10th St. and Market Avenue (Coos Bay) Section, Project No. EHS-T-5006(3) Safety.

The contractor receiving the award is Hansen Electric Co., in the amount of $43,493.17, with Contract No. 7701 assigned. This bid was received on February 24, 1972 and awarded on March 13, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date MAR 15 1972

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
MAR 16 1972
PROGRAMING SECTION

APPROVED
R. D. ASBURY

RECEIVED

FOR FILING

7701

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Eugene Ash
William Geibel (SAIF)

March 13, 1972

Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your proposal for traffic signals on Wasson Street, 10th Street and Market Avenue in the City of Coos Bay of the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of Coos Bay approve the project and the City deposits $10,800.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7701.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 24, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☒ UE
☑ UPE ☐ CE ☐ PE ☒ RPE ☐

March 13, 1972

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Re: TOPICS Project T-5006(2)
Wasson Street, 10th Street,
and Market Avenue Section

Dear Mr. Leedom:

This will acknowledge receipt of the City of Coos Bay's check 95472 in the amount of $10,800 which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Elmer

H. S. Cox
County and City Engineer

RU:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
J. H. Versteeg
V. E. Skoog:

Check #5472 for $10,800

Rec'd. 3/13/72 by _____

Empire-Builder
Coos Bay---------3-9
AWARDED CONTRACT
Hansen Electric Company of Coos Bay has been awarded a $43,493 State Highway Dept. contract for installation of traffic signals in Coos Bay. The local electrical contracting firm was the apparent low bidder among several major contractors in the state.

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg

February 25, 1972

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Re: TOPICS Project T-5006(2)
Wasson Street, 10th Street, and
Market Avenue Section

Dear Mr. Leedom:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Hansen Electric Company of Coos Bay.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$43,493.17
Anticipated additional item (flagging)	500.00
	$43,993.17
Engineering & Contingencies (14½%)	6,379.01
	$50,372.18
Estimated preliminary engineering to date	3,627.82
TOTAL	$54,000.00

City's Advance Deposit:

20% of Total	$10,800.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $10,800) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

Coos Bay

WASSON ST., 10TH ST. AND MARKET AVENUE (COOS BAY) SECTION

CAPE ARAGO, EMPIRE-COOS BAY AND OREGON COAST HIGHWAYS

COOS COUNTY

FAP No. T-5006(3)
Traffic Signals

Bids Received February 24, 1972

1. Temporary Protection and Direction of Traffic	All Specified		$	500.00
2. Removal of Structures and Obstructions	All Specified			1,000.00
3. Class "C" Asphalt Concrete	100 tons	15.00		1,500.00
4. Concrete Inlets, Type CG-1	1 only	200.00		200.00
5. Concrete in Walks and Curbs	13 cu.yds.	75.00		975.00
6. Adjusting Manholes	1 only	150.00		150.00
7. Traffic Signal Installation, Complete	All Specified			51,000.00
	For Comparison of Bids		$	55,325.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 55,325.00	43,493.17
Anticipated Additional Items:			
Flagging (State Share)	500.00		
by State at city expense → ~~Permanent Pavement Striping~~	~~300.00~~		500
		800.00	
		$ 56,125.00	43.993.17
Engr. & Cont. (14 1/2%)		8,138.13	6 379.01
Estimated Net Authorization, Constr.		$ 64,263.13	50,372.18
Estimated PE To date			3 627 82
			54,000

Advance deposit 10,800

2-24-72 1:30 PM
Phoned City
spoke to Secretary in PWD office
B

-21%

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

55,325

PROJECT NO. #2

Wasson St., 10th St. and Market Avenue (Coos Bay) Section of the Cape Arago, Empire-Coos Bay & Oregon Coast Hwys.

OWNER: Oregon State Highway Department
Coos County

DATE: 2-24-72 PAGE: 1 of 1

1. Hanson Elec. Co. Coos Bay
2. Steek Elec. Co. Medford
3. Christianson Elec. Co. Portland
4.
5.
6.
7.
8. L.K. Comstock (Kem) 53,510
9. Sims Elec. Roseburg 51,639
10. Hamilton Eugene 52,060 96
11. Olson Elec. Vancouver 55,220
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	600	900	600
	L.S. Removal of Structures & Obstructions	2	793 41	900	825
100	Tons Class "C" Asphalt Concrete 1689.00	3	16 89	1500 15	2200 22 00
1	Only Concrete Inlets, Type CG-1	4	314 47	240	358
13	C.Y. Concrete in Walks and Curbs 1100.19	5	84 63	1027 79	1300 100
1	Only Adjusting Manholes	6	148 10	250	154
	L.S. Traffic Signal Installation, Complete	7	38,848	42,500	45,370
		✓	43,493 17	47,317	50,807

PRINTED IN U.S.A.

Weber St, 10th St and Market Ave (Cross Bay) Section

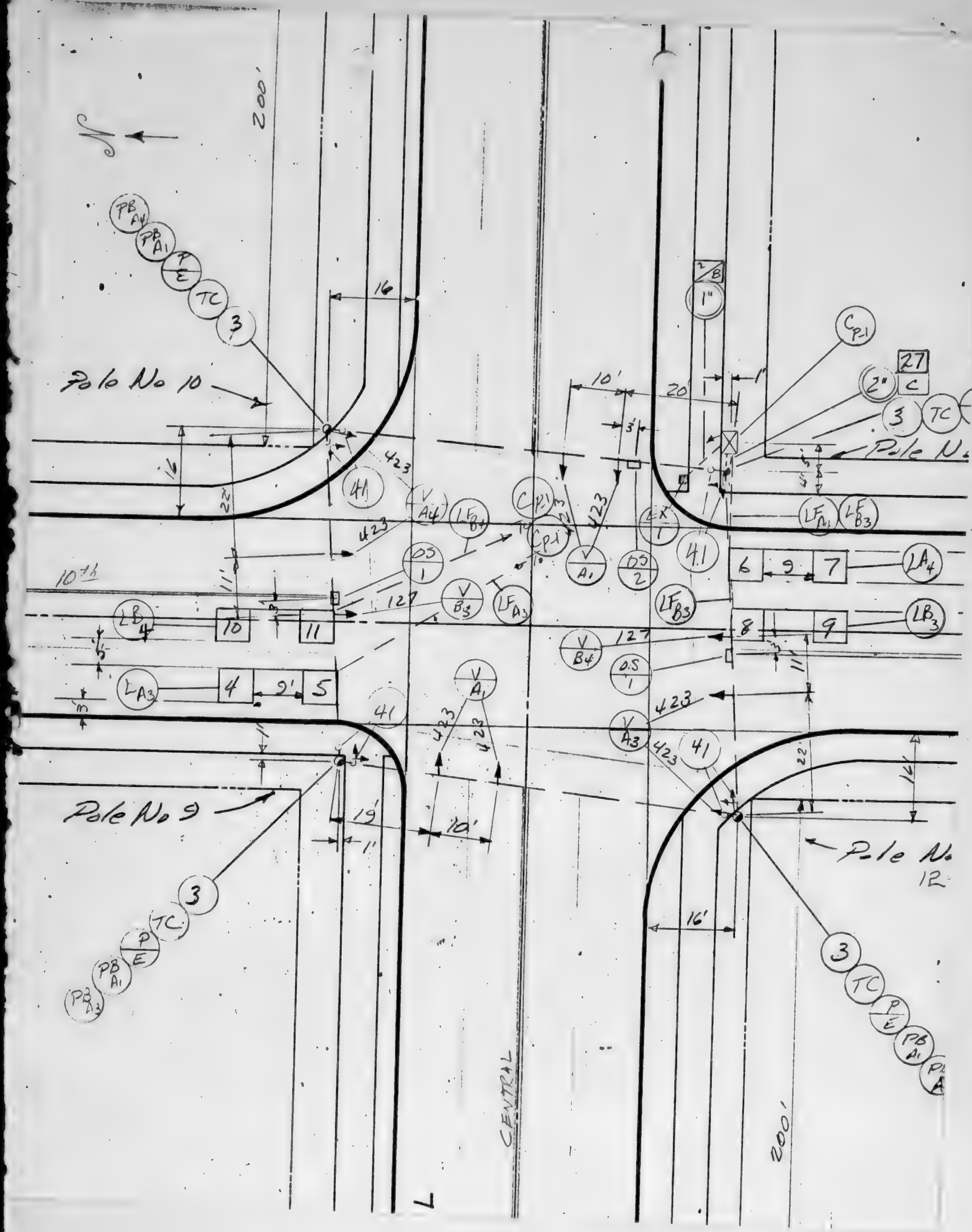
1.

Traffic Signals

No	Item	Quantity	Price	Estimate Amount
1	Temporary Restriction and Direction of Traffic	All Spec.		$500-
2	General Construction	All Spec.		1000-
3	Class "C" Asphalt Concrete	100 Tons	$15	1500-
4	Concrete Inlets, Type CG-1	1 Only	200	200-
5	Concrete in Walks and Curbs	13 CuYds	75	975
6	Adjusting Manholes	1 Only	150	150-
7	Traffic Signal Installation, Complete	All Spec.		51,000
			Antic. Add Items	55,325-
			Flagging	500
			Signing	300
			Total	56,125-
			14½% EEC	8,138 13
			TOTAL	64,263 13

from John Day

RECEIVED
COUNTY & CITY SECTION
JAN 18 1972
☐ ENGR. ☐ CO.R. ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


200'
Pole No 10
16
PB A4
PB A1
P E
TC
3
4.23
41
V A4
LF B4
CP-1
DS 1
10 th
12'
LB 4
10
11
V B3
LF A3
LA3
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2'
5
m
V A1
4.23
4.23
41
Pole No 9
19'
10'
1'
3
TC
P E
PB A1
PB A3
CENTRAL
L
10'
20
1'
3'
2 B
1"
CP-1
27
C
2"
3
TC
Pole No
LF B1
LF B3
EX 1
4.1
23
V A1
DS 2
6
9
7
LA4
LF B3
8
9
LB3
V B4
12'
0.S 1
4.23
V A3
4.23
41
22'
14'
Pole No 12
16'
3
TC
P E
PB A1
200'

RECEIVED

FORM S-20 (REV. 10-69)

7161

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1972
Salem, Oregon

SUBJECT:

To:

Mr. James. H. Versteeg
Regional Engineer
Region 3
Roseburg

Wasson St., 10th St. & Market Ave.
(Coos Bay) Section
Cape Arago, Empire-Coos Bay and Oregon
Coast Highway
Coos County
Pole Length Verification

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established in the near future and transmitted to the contractor. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

Slow transmission of shop drawings through State hands has also been a reason for delay according to contractors. Please submit shop drawings to this office promptly. Checking and return to the field will be expedited by our Checking Unit.

R. W. Ellison

NOTED
A. E. JOHNSON

R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
E. H. Ash
J. H. Wood

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

March 1, 1972

Hansen Electric Company
P. O. Box 1135
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your bid in the amount of $43,493.17 for traffic signals on the Wasson Street, 10th Street and Market Avenue (Coos Bay) Section of the Cape Arago, Empire-Coos Bay and Oregon Coast Highways in Coos County, which was the low bid received for that job on February 24.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of Coos Bay approve the project and the City deposits $10,800. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
O. W. Head, Assistant Secretary

fkn
cc Frank Morgan
Walt Hart
J. H. Versteeg
Eugene Ash

RECEIVED
FOR FILING

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1972

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Re: TOPICS Project T-5006(2)
Wasson Street, 10th Street, and
Market Avenue Section

Dear Mr. Leedom:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Hansen Electric Company of Coos Bay.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$43,493.17
Anticipated additional item (flagging)	500.00
	$43,993.17
Engineering & Contingencies (14½%)	6,379.01
	$50,372.18
Estimated preliminary engineering to date	3,627.82
TOTAL	$54,000.00

City's Advance Deposit:

20% of Total $10,800.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $10,800) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

NOTED
R. L. SCHROEDER

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

RECEIVED
FEB 14 1972
FOR FILING

1-21-72

FUNDING PROGRAM

TOPICS Construction - Wasson & Newmark, Tenth & Central, Bdwy & Market
Ocean Boulevard - Empire Wye to Woodland Drive.

1. TOPICS

A. Local Share	$ 13,200
B. State & Federal Share	42,800
C. Total Estimated Cost	$ 66,000

2. Ocean Boulevard

A. Local share (25%)	$ 375,000
B. State Share (75%)	1,125,000
	$ 1,500,000

3. Financing Plan for Local Share

A. TOPICS -- 71-72 $ 13,200 (Available Now)

B. Ocean Blvd

(1) 71-72	$ 47,800	(Available June 30, 1972)
(2) 72-73	81,800	(" " " 1973)
(3) 73-74	81,800	(" " " 1974)
(4) 74-75	81,800	(" " " 1975)
(5) 75-76	81,800	(" " " 1976)
	$ 375,000	

2-14-72
Submitted

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities
and Cost Estimates Between Advertising
and Letting Dates
2-9-72
Federal-Aid Projects

Letting Date 2-24-72 Project Name Wasson St. 105th and Market Ave.

FA No. I-5206(3) Hwy. Coos Bay, Empire-Coos Bay & Hwy. Coast Co. Coos

Changes:

(1) Added paragraph about conflicting signals monitor.

Discussed with BPR 2-9-72, 19__, by Zirbes

BPR Recommendation: O.K.

by W. Bryant

OSHD Action Recommended:

by Date

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5006(2)

WASSON STREET, 10TH AND MARKET AVE. (COOS BAY) ON THE

CAPE ARAGO, EMPIRE-COOS BAY AND ORE. COAST HWYS. IN COOS COUNTY

Salem, Oregon, February 4, 1972

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,000.00
	Total	$4,000.00

Length of Project - - - - - - - - - -	0.0 mile
Federal Funds - - - - - - - - - - - -	$2,542.00
State Funds - - - - - - - - - - - - -	729.00
City Funds - - - - - - - - - - - - -	729.00
Total	$4,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 6-0601

U. S. DEPARTMENT OF TRANSPORTAT[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-3-72

FEDERAL AID PROJECT NO.
EHS-T-5006(3)

STATE PROJECT NO.
WASSON ST. - 10TH STREET AND MARKET AVENUE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
Coos

ITEM NO.
T 52-B

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 2, 1972	FEBRUARY 2, 1972	FAS 246 AND 263

STATE ROUTE NUMBER
CAPE ARAGO HIGHWAY #240 AND COOS BAY-EUGENE HIGHWAY ROUTE NUMBER 243

GENERAL LOCATION:
CITY OF COOS BAY

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $500.00 AND PERMANENT PAVEMENT STRIPING BY STATE FORCES IN THE AMOUNT OF $300.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $500.00
PERMANENT PAVEMENT STRIPING
BY STATE FORCES $300.00

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S JANUARY 26, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIALS IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 1 1972
PROGRAM & PLANNING

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-3-72	J. H. Greene	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: Vance 2-14-72

RECEIVED
FOR FILING
7761

January 26, 1972

Mr. R. E. Stetson
Division Engineer
Federal Highway Administration
Post Office Box 360
[illegible], Oregon 97208

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972. An early authorization date, to obtain a full field, will be appreciated.

F-8-2-5027(3)	Columbia Blvd. at 13th and St. Helens Rds. Section (St. Johns)
IMS-2-5026(3)	Union - Mt. Tabor and Violet Ave. Section (Open Cut)
F-8-2-5027(3)	Oak St. at 2nd and Park Blocks and Grant St. at Williams Ave. (Orleans)

Compliance with paragraph 20 of PPM 20-6.3 has been met. Citizen participation, the plan conforms to PM 20-1-67 [illegible] to avoid displacement, the project design [illegible] compatible [illegible] and that adequate provision exists for public facilities and services needed for such displacement as per PM 40-2-69.

In accordance with PM 20-5-69, the Park and Open Coordinator did not recommend that any special program should be taken other than a normal amount of precaution to protect their interests. There are no special relocation plans on project expenditures for this and will have permission on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We plan to advertise the Washburn Way at Shasta Way Section (Klamath Falls), Project No. RRS-T-5015(3) for bids to be received on February 24, 1972.

We ask for sunday highway and utility relocation statements which conform to proper certification as required by Title 23-USC.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

DAR:bb
Attachment

Oregon State Highway Division

Federal Aid
Project No. HES-T-5006(3) Safety

NARROW STREET, 10TH AND MARKET AVE. (COOS BAY)

CAPE ARAGO, EMPIRE-COOS BAY AND ORE. COAST HIGHWAYS

COOS COUNTY

Salem, Oregon, January 25, 1972

PS & E estimate.

Type Code Y031
Traffic Signals (3 Highways in Coos Bay)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Removal of Structures and Obstructions	All Required		1,000.00
Class "C" Asphalt Concrete	100 ton	15.00	1,500.00
Concrete Inlets, Type CG-1	1 only	200.00	200.00
Concrete in Walks and Curbs	13 cu.yd.	75.00	975.00
Adjusting Manholes	1 only	150.00	150.00
Traffic Signal Installation, Complete	All Required		51,000.00
			$ 55,325.00
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		300.00
			$ 800.00
	Subtotal		$ 56,125.00
	10% Engr. & Cont.		5,612.00
	Total		$ 61,737.00

Length of Project - - - - - - 0.00 Mile

Federal Funds - - - - - -

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

1-20-72

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

F-3006 (3)

VOUCHER PERIOD: FROM 6-30-71 TO 1-20-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,905.22	$3,043.62	83.86%	$2,306.26	$2,306.26	$0.00	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

V.E. Sheay
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BEACON STREET, 109E AND MARKET AVE. (CODE BAY) CODE COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All	Required		$3,943.62	
	Total Preliminary Engineering Cost				$3,943.62	
	Total Participating Cost				$3,943.62	
	Nonparticipating Items					
	Audit Expense	All	Required		$ 51.60	
	Total Nonparticipating Cost				$ 51.60	
	Total Nonparticipating Cost				$3,995.22	

AMOUNT CARRIED FORWARD....

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

WASSON STREET-10TH AND MARKET AVE. (COOS BAY)

T-5006 (2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P. E.	$3,995.22	$2,506.56	0.00 Mile

TRANSACTION NUMBER 1-76

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S JANUARY 17, 19

TITLE: PROGRAM & PLANNING ENGINEE

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 52-B THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
-B	EHS-T-5006(3)	0.0	56,000	35,500	WASSON ST. - 10TH ST. AND MARKET AVENUE (COOS BAY)	GRADE, DRAIN, PAVEMENT, IL AND TRAFFIC

1-20-72

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-20-72	for DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any man
tion on the part of the Federal Government to provide Federal funds for the undertaking.

NUMBER 1-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	1-20-72

BY (Signature)
MR. YOUNG'S JANUARY 17, 1972 PR-9

TITLE
PROGRAM & PLANNING ENGINEER

ASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 52-B THRU

	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
)	0.0	56,000	35,500	WASSON ST. - 10TH ST. AND MARKET AVENUE (COOS BAY)	GRADE, DRAIN, HIGH TYPE PAVEMENT, ILLUMINATION, AND TRAFFIC SIGNALS.

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECOMMENDED		APPROVED	
ATURE AND TITLE	DATE	SIGNATURE AND TITLE	
	1-20-72	for DIVISION ENGINEER	

horization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
Government to provide Federal funds for the undertaking.

GPO 927-954

T.

January 20, 1972
(date)

RECEIVED
COUNTY & CITY SECTION
JAN 21 1972
☑ ENGR. ☑ GEOR. ☑ LE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Cape Arago, Empire-Coos Bay, & Oregon Coast TOPICS

Section Wasson Street, 10th & Market Ave: Grade, Pave, & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

1-27-72
(date)

By Harold A. Leedom
City Manager

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED JAN 24 1972

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 1-17-72

FORM PR-9 (REV. 4-61)

REQUEST FOR APPR
OF INDIVIDUAL PROJECT PR
(PPM 21-1 AND 22

1-17-72

| CARD | | |

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-17-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

Coos Bay (65)	ADT	15,700 14,300 13,400	FUTURE 29,800 27,100 25,400 (68) (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6	ITEM NO. 52 (14) (18)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
TE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. T- 5006(2) 7 13	POST MI. (24) (26)	DESIG. 27

S	COUNTY NAME Coos		CODE 011 14 16

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36) (37)
Primary & Secondary	T,P,S	(2)(246 & 263)	(9)(243 & 240)	- (41)

TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
St. Intersections in City of Coos Bay (Broadway & Market, Central & 10th, Newmark & Wasson)	0.0	3,000	1,900	550(City) 550	PE all phases; Gr., Dr., H.T. pave., curbs, illum., & traffic signals.
"Wasson St., 10th St. & Market Ave.(Coos Bay)Sec."	0.0	56,000	35,500	10,250(City) 10,250	
PROJECT TOTAL	0.0	59,000	37,400	21,600	
St. Intersections in City of Coos Bay (Broadway & Market, Central & 10th, Newmark & Wasson) "Wasson St., 10th St. & Market Ave.(Coos Bay)Sec."	0.0	3,000	1,900	550 550 (City)	P.E. all phases.
		(16) (23)	(24) (33)		
PROJECT TOTAL	0.0	3,000	1,900	1,100	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21.1 A

CARD 2	REPORT NUMBER (19) – (20)	PROJECT LOCATION (45 typewriter spaces) 21 – 65		ADT		FUTURE (66)		YEA (70) (71)				
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 – 62		NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74			
CARD 4	CLASS OF FEDERAL FUNDS [1]							COUNTY NAME				
	NAME OF URBAN AREA 17-31			F.A. SYSTEM								

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(1-4&5)	16	41	42	43 - 46	53					(54) (58)	(59) (6
5					PE ROW CONST Safety		Re-quested Revi-sion	52-B	EHS-T-5006(3)	St. intersections in City of Coos Bay (Broadway & Market, Central & 10th, Newmark & Wasson) "Wasson St., 10th & Market Ave.(Coos Bay) Sec."	0.0	56,000
										PROJECT TOTAL	0.0	56,000
5					PE ROW CONST		RE-QUESTED REVISION					(16) (2
										PROJECT TOTAL		

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To split project into two sep phases and Item 52-B, Project EHS-T-5006(3), in order that the physical constructionmay b IM 30-5-71, "Emergency Highway Safety Progra

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDE
August 24, 1971	DATE January 17, 1972	DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	ADT		FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
(65)			(66) (70) (71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I. PROJECTS ONLY	
E NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
(68)	69	70	71	72 73	74 75	14 23	7 13	(24) (26)	27

COUNTY NAME	CODE
	14 18

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
			(32) (36)	(37) (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
St. intersections in City of Coos Bay (Broadway & Market, Central & 10th, Newmark & Wasson)					Grade, drain, H.T. pave., curbs, illum., and traffic signals.
"Wasson St., 10th & Market Ave.(Coos Bay) Sec."	0.0	56,000	35,500	10,250(City) 10,250	
PROJECT TOTAL	0.0	56,000	35,500	20,500	
		(16) (23)	(24) (33)		
PROJECT TOTAL					

REASON FOR CHANGE: To split project into two separate projects as Item 52-A, Project T-5006(2), PE all phases and Item 52-B, Project EHS-T-5006(3), Gr., Dr., H.T. pave., curbs, illum. & traf. signals, in order that the physical constructionmay be programed and obligated as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a).

VISION REQUESTED	RECOMMENDED	APPROVED
17, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
eer	TITLE	TITLE

, show both classes of funds involved.

USCOMM-DC 48808-P61

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-17-72

FEDERAL-AID PRO

(PPM 21-1)

CARD	REPORT NUMBER (10)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT (66)–(70)	FUTURE (66)–(70)	YEAR (71)–(72)
CARD 2	1	Street intersections in city of Coos Bay	**ADT**	*	*	91

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)
CARD 3	Gr., Dr., Pave, Traf. Signals						EHS	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD	TOPICS	

NAME OF URBAN AREA (17-31)	ROUTE NO.	FEDERAL-AID
Coos Bay	T PS	(2)(246 & 26

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
5					**PE**		St. intersections in city of Coos Bay (Broadway & Market, Central & 10th, Newmark & Wasson)			
5					**ROW**		"Wasson St., 10th St. & Market Ave. (Coos Bay) Sec."			
5					**CONST** (CODE) Safety			0.0	56,000	35,500
								0.0	56,000	35,500

1-17-72

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		

		PROGRAM APPROVAL DATES
1	14	FHWA 1-20-72

*See back for present & future ADT.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	*	*	91	10	Oregon	35	077	52-B
	(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

CY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
			EHS		EHS-T	5006	(3)		
(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

COUNTY NAME: Coos — CODE: 011 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. T PS — FEDERAL-AID: (2)(246 & 263) (32) — STATE: (9)(243 & 240) (36) (37) — U.S.: – (41)

ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(58) (59) (66)	(67) (76)			Grade, drain, H.T. pave., curbs, illum. and traffic signals.
56,000	35,500	10,250	10,250 (City)	ROW-60' min.:Access Control-none; Park. Restrictions-none.
56,000	35,500	10,250	10,250 (City)	
(16) (23)	(24) (33)			

REMARKS

See back for present & future ADT.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WASSON ST., 10TH ST. & MARKET AVE. (COOS BAY) SECTION
PROJECT NO. EHS-T-5006(3)

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Broadway N. & Market Ave. E.	15,700	29,800
2. Central Ave. W. & 10th St.	14,300	27,100
3. Newmark Ave. & Wasson St.	13,400	25,400

Existing Facilities: Each intersection as follows:

1. Broadway (US 101, S.Bd.) & Market (FAS 246): No traffic control signal.
   Broadway N. - North: 36' curb section, one-way (S.Bd.)
   South: 40' curb section, one-way (S.Bd.)
   Market Ave.: 38' curb section.

2. Central (FAS 246) & 10th St.: 2-phase traffic control signal.
   Central Ave. - East: 42.5' curb section.
   West: 44' curb section.
   10th Street: 36' curb section.

3. Newmark (FAS 263) & Wasson St.: No traffic control signal.
   Newmark Ave.: 56' curb section.
   Wasson St.: 56' curb section.

Project Data: The proposed work is as follows:

1. Broadway (US 101) & Market: Install pretimed 2-phase traffic control signal and necessary illumination. Interconnect signal with existing signal system on Broadway. (Type Code Y031 & Y030) Necessary work to adj. curbs to facilitate turning movements.

2. Central (FAS 246) & 10th St.: Replace existing 2-phase traffic control signal with a full traffic and pedestrian-actuated multiple-phase traffic control signal and grade, drain, conc. curbs, conc. walks and H.T. pave. to increase curb radii on NE and SW corners of intersection to improve right-turn traffic movements onto 10th Street. (Type Code Y031 & *6201)

3. Newmark (FAS 263) & Wasson St.: Install semitraffic and pedestrian-actuated traffic control signal. (Type Code Y031)

*It is impossible at this time to estimate the cost of the work required to ease the radius of the two corners at the intersection of Central and 10th St. The cost estimate will be accomplished at P.S. & E., but it will be minor in relation to the total cost of the proposed project.

NOTE: The pr
Improvement W
Division that
hazard of suc
the fact the
The proposed
Illumination
number of acc

Additional Ri

System Action

Railroads, Ai
None involved.

Relocation As
not required.

State Clearin
April 28, 197

District 7 Cle
memorandum of
PPM 21-18.

Public Hearin

Environmental
memorandum of
PPM 21-18.

Location/Desig

Control of Uti
authority to c
project. A St
6d(1) of PPM 3

Data for PR-37

NOTE: This pr
Highway Safety

Future

29,800
27,100
25,400

l signal.

ontrol signal
signal system
rbs to

control sig-
raffic control
. to increase
t-turn traffic

rian-actuated

required to
al and 10th St.
l be minor in

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the three intersections have experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA, May 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 7 Clearinghouse Approval: Requirement waived by FHWA (Division) memorandum of July 19, 1971, under the provisions of paragraph 3f(1) of PPM 21-18.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Requirement waived by FHWA (Division) memorandum of July 19, 1971, under the provisions of paragraph 3f(3) of PPM 21-18.

Location/Design Approval: Granted by FHWA under memorandum of November 5, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 30% of project is on FA Primary System.
70% of project is on FA Secondary System.

NOTE: This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

CITY OF COOS BAY

P. O. BOX 1118
COOS BAY, OREGON 97420

January 7, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 12 1972
ENGR. GEOL. UE RE UE
UPE CE RE RPE

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5006 (2)
Wasson Street, 10th Street
and Market Avenue

Dear Dick:

The preliminary grading and paving plans for our TOPICS project have been reviewed and approved with the following comments and requested revisions:

OK

1. The Wasson Street intersection is not shown on the plans. We assume that this is because there is no grading or paving work anticipated at this location.

Terpin will revise plans

2. Tenth Street was overlaid with two inches of asphaltic concrete a few months ago in the area from Central south. No additional overlay should now be needed.

3. All new catch basin installations should be outside of the crosswalks.

Very truly yours,

Harold A. Leedom

Harold A. Leedom, P. E.
City Manager

cc: Public Works Dir.

1-10-72
CC: L.E. George
F.L. Hall

City With A Future

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Plan & Typical Section & Summary

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSE

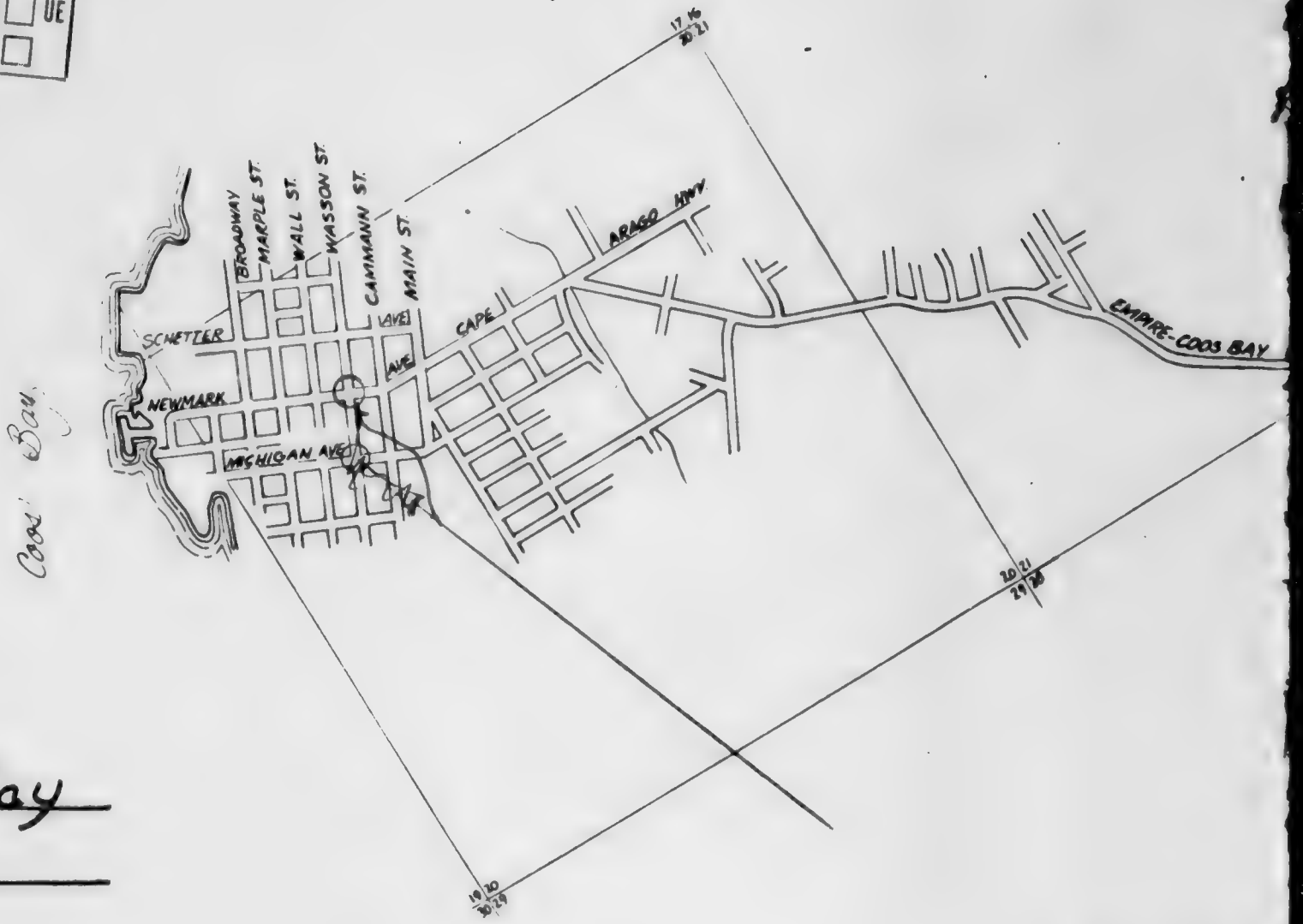
WASSON ST., 10TH. ST. & MARK

CAPE ARAGO, EMPIRE-COOS BAY &

COOS COUN

RECEIVED
COUNTY & CITY SECTION
DEC 16 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
JAN 10 1972
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐



APPROVED
CITY OF Coos Bay

BY _____

DATE _____

Sketch Map
Scale 0 800 1600

PRELIMINARY COPY
DEC 15 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

WASSON ST. 10TH ST. & MARKET AVE (COOS BAY) SEC. CAPE ARAGO, EMPIRE-COOS BAY & OREGON COAST HWYS. COOS COUNTY				SHEET No 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

T OREGON

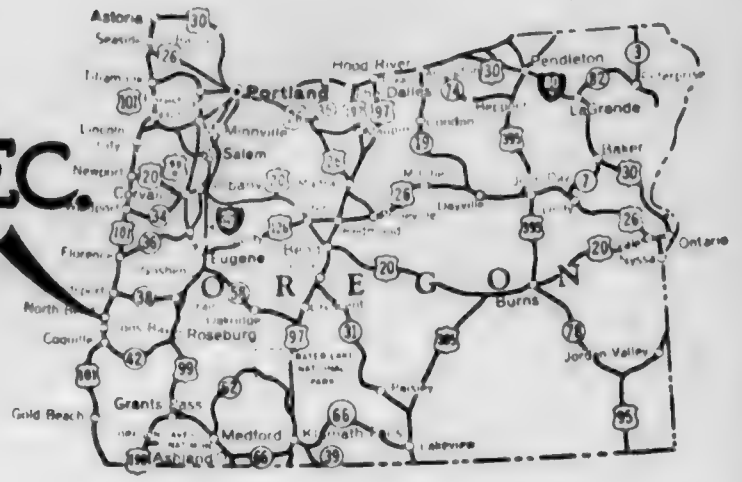
Y DIVISION

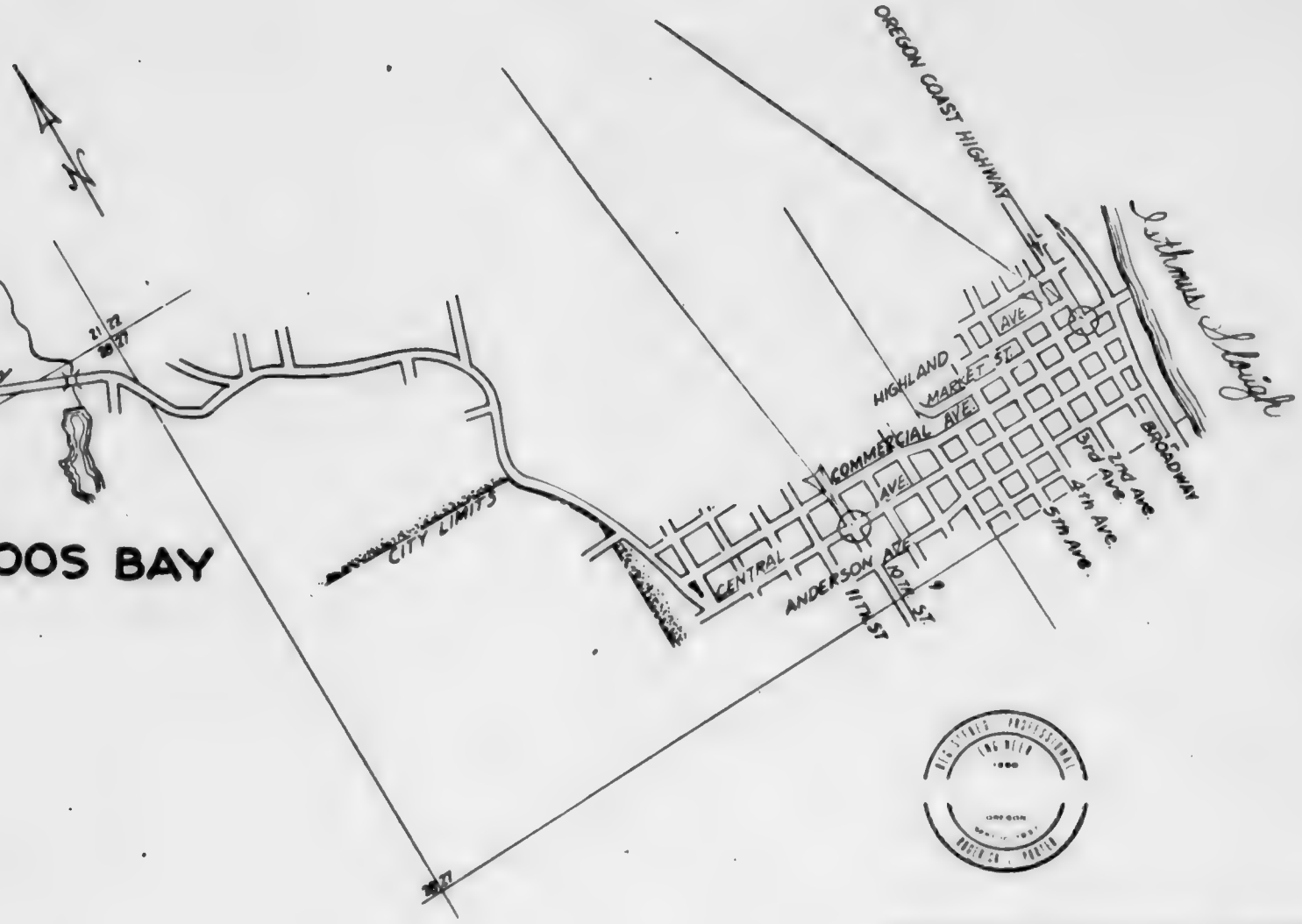
POSED PROJECT

ARKET AVE. (COOS BAY) SEC.

Y & OREGON COAST HIGHWAYS

UNTY





Map

1600 Ft.

STATE HIGHWAY ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE

RECEIVED
DEC 27 1971
FOR FILING

2761

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
December 3, 1971

To: Mr. F. L. Hall
Design Engineer
B U I L D I N G

Attn: Mr. P. L. Carstensen

SUBJECT: TOPICS Project T-5006(2)
Wasson St., 10th St., & Market Ave.
City of Coos Bay

NOTED
F. B. KLABOE

Attached is survey data for the subject project. The data has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

The field engineer has recommended that additional curb work be done at the intersection of Market Avenue and North Broadway. The City and this office concur and request that this be added to the original project.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: F. B. Klaboe
L. H. Young
F. B. Crandall
C. T. Keasey

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 23, 1971

To: Frank L. Hall
Design Engineer
S A L E M

SUBJECT: Wasson St., 10th St & Market Ave.
Cape Arago, Empire-Coos Bay &
Oregon Coast Highways
Coos County
6-0601

Attention P. L. Carstensen

Herewith the following location data on the subject survey. The Region Office recommends an anticipated item for permanent signing be added to the cost estimate. The amount is shown on the quantity summary and cost estimate.

1	Roll	Detail Map, profiles & typical sections
4	Copies	Quantity Estimate
1	Copy	Locating Engineer's Statements
1	Book	Field Notes
1	Copy	Narrative Report of Survey
4	Sheets	Quantity Computations
3	Sheets	Traverse Computations

M. G. Havig

M. G. HAVIG
Engineer - Designer

MGH/cw
Enc.

RECEIVED
COUNTY & CITY SECTION
DEC 3 1971
☐ ENGR. ☐ ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

To CC 12-2-71 CARSTENSEN

SP*52478-784

Wasson St., 10th St. & Market Ave.
Cape Arago, Empire-Coos Bay & Oregon Coast Highways
Coos County

NARRATIVE REPORT OF SURVEY

The purpose of this survey is to prepare plans and specifications for the signalization of three (3) intersections within the City of Coos Bay. The location of these intersections is at Newmark Ave. and Wasson St. on the Cape Arago Highway, Central Ave. and 10th St. on the Empire-Coos Bay Highway and N. Broadway and Market Ave. on the Oregon Coast Highway.

All that will be necessary at the intersection of Newmark Ave. and Wasson St. will be the installation of the signal system. There is an existing signal system at the intersection of Central Ave. and 10th St. which will have to be removed. The existing 15 ft. curb radii on the southwest and northeast corners are to be flattened to 35 ft. entailing the construction of Type "A" Curb, 4 in. P. C. Conc. Walk, the replacement of the pavement at these corners and the installation of a Type "G-1" Inlet on the southwest corner. Since a base design for this survey has not been received we are using the base design for the adjacent 8th St. - Bayshore Drive project, Contract No. 7240, which is 12½ in. of Class "C" Asphalt Concrete Mixture. Also 10th St. is to be overlayed with 2 in. of Class "C" Asphalt Concrete Mixture for 150 ft. from the stop line on each side of the intersection with the overlay feathering to nothing at the curb line so as to provide a suitable surface for installation of loop detectors. Commercial sources are available locally for surfacing materials. The location of the existing 8 in. sewer line can be determined at the time of construction which may entail some slight shifting of the planned inlet. It is recommended that the removal of curbs, sidewalks, etc. be included in the bid item, General Excavation, with the excess material becoming the property of the contractor at the point of excavation.

There is a small dirt bank approximately 3 ft. in height behind the planned sidewalk on the northeast corner of Central Ave. and 10th St. The City of Coos Bay advises that they will construct a retaining wall in this area after the sidewalk is constructed so as to avoid the purchasing of additional right of way or slope easement.

At the intersection of N. Broadway and Market Ave. the curb returns on the northeast, northwest and southwest corners are in very poor condition and should be replaced so as to adequately protect the new signal poles and improve the overall appearance of the intersection. The replacement of these curb returns at the above mentioned intersection were not a part of the original plans, but due to their very poor condition they have been included in the estimate. This proposed change was discussed with Mr. Gerald Ulett, City Engineer for the City of Coos Bay, on Thursday, November 18, 1971, and he approved my recommendation that the curb returns be replaced.

There are no water mains at the intersection of Newmark Ave. and Wasson St. and the water mains at the intersection of N. Broadway and Market Ave. are located in the street and should not conflict with the location of the signal pole bases or construction of new curb returns. The water mains at Central Ave. and 10th St. are located approximately 3 ft. below the existing surface and should not conflict with the construction of the curb returns at the southwest and northeast corners. The 14 in. and 16 in. water mains shown on the detail map at this intersection are the main supply lines for the City of Coos Bay and every effort should be made to locate the signal pole bases so as to avoid these mains.

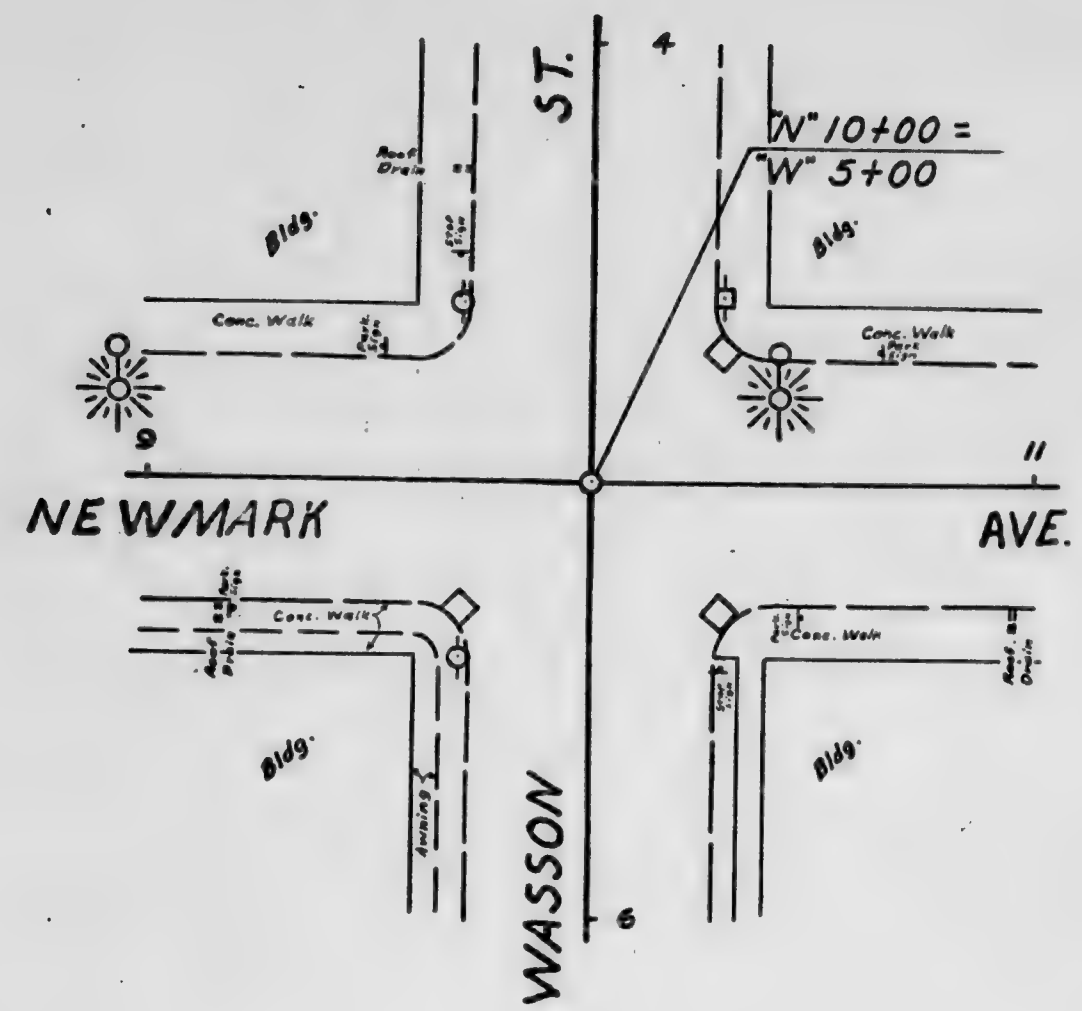
It appears that there will be utility poles in conflict with the City of Coos Bay's proposal for the signalization of all three intersections and by a copy of this report to Mr. John Holcomb, Region Utilities Liaison Engineer, I am suggesting that he contact the City of Coos Bay, General Telephone Company and Pacific Power and Light Company regarding these conflicts.

The signal installation on this project constitutes the major portion of the contract and with the anticipation that the design and cost estimate for the signals will be made in the Salem office and as the remainder of the bid items are only minor, as far as cost is concerned, I am only submitting a quantity estimate for same. This matter has been discussed with the Region office. There will be a need for an anticipated item for flagging.

11/19/71

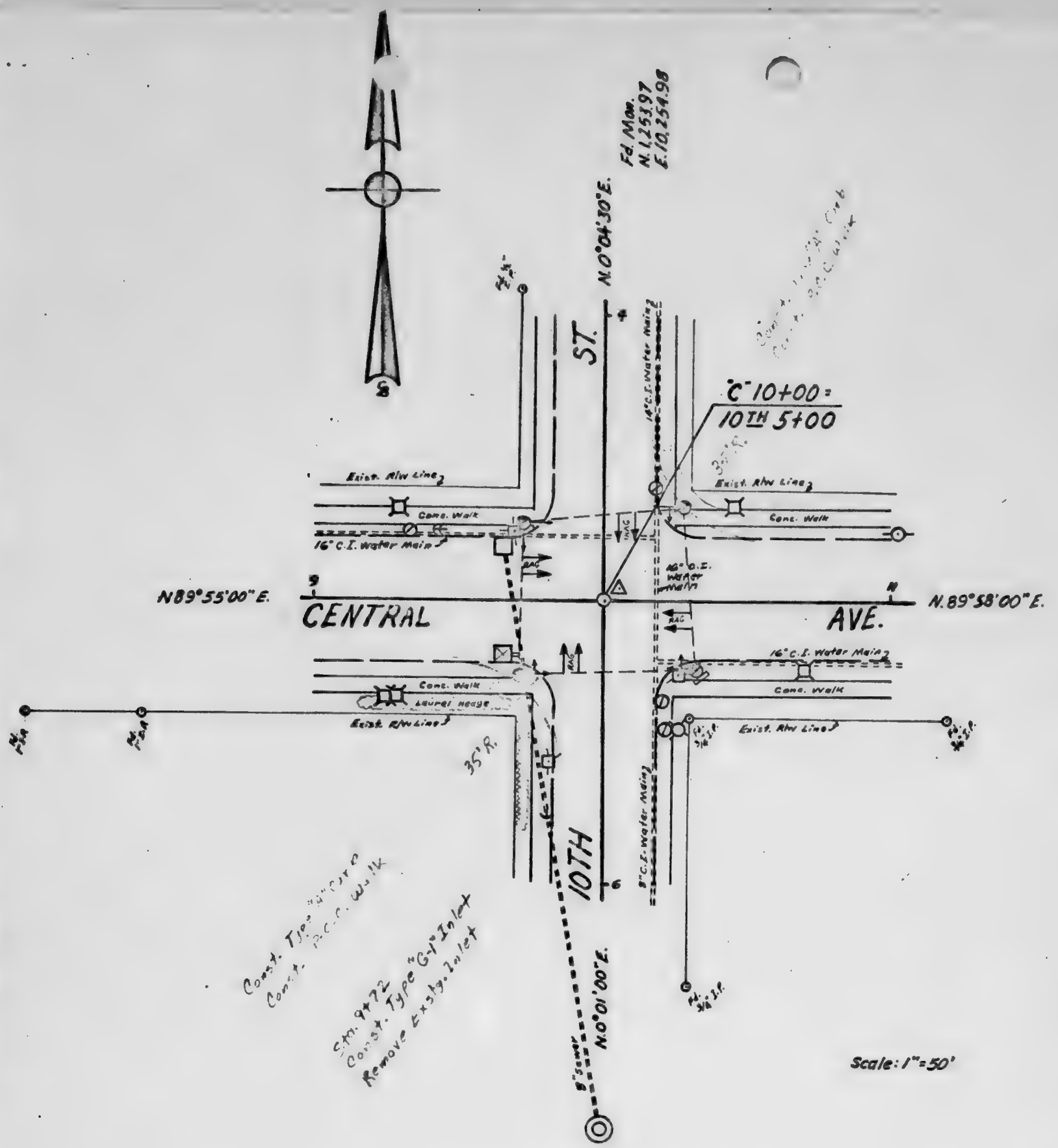
Bobby D. Johnson

Bobby D. Johnson
Resident Engineer

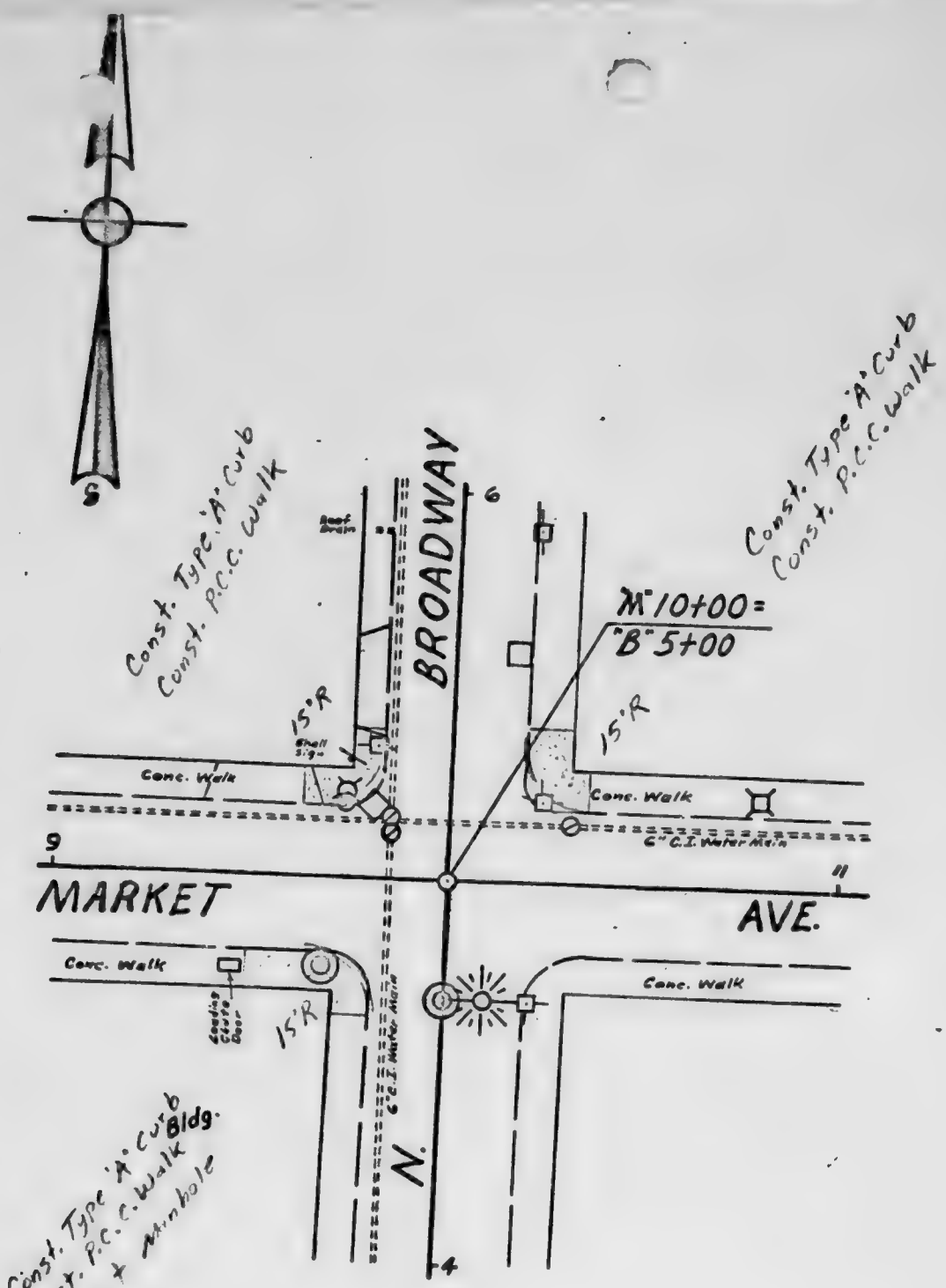


Scale: 1"=50'

CAPE ARAGO HIGHWAY



EMPIRE-COOS BAY HIGHWAY


OREGON COAST HIGHWAY
BROADWAY
MARKET
AVE.
N.
Const. Type 'A' Curb
Const. P.C.C. Walk
Const. Type 'A' Curb
Const. P.C.C. Walk
M 10+00 =
"B" 5+00
15'R
15'R
Conc. Walk
Conc. Walk
Conc. Walk
6" C.I. Water Main
Gas Main
Shell Sign
Gasoline Bottle Door
Bldg.
Const. Type 'A' Curb
Const. P.C.C. Walk
Adjust Manhole
9
11
6
4

Scale: 1" = 50'

12-6-71
CC: C.T. Keasey
C.G. Swenson
R.N. Chase
T.W. Litchfield
J.R. Oakes

11-9-71

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5006(2)

Project Name Wasson St., 10th St., and Market St.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   [X] Additional right-of-way will not be required for this project.

   [X] There has been no displacement of persons from residences, farms, or businesses; or

   [ ] All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   [ ] In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Coos Bay, Oregon,

this 8 th day of November, 19 71.

RECEIVED
COUNTY & CITY SECTION
DEC 3 1971
[✓] ENGR. [ ] COOR. [✓] [ ] AE [✓] UE
[✓] UPE [✓] CE [✓] RE [✓] RPE [ ]

City of Coos Bay

Mayor

Recorder

12-6-71
cc: F.B. Grandall
C.T. Keasey
C.G. Swenson
R.N. Chase
P.V. Riedl - FHWA

11-8-71

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5006(2)
Project Name: Wasson St., 10th St., and Market St.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

[X] We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

[ ] We do wish to have these materials salvaged* and request that the contractor be directed to stock-pile these items at _____. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such trans-action so that the subject Federal Aid project may be credited in the amount received.

Signed at Coos Bay, Oregon, this 8 th day of November, 19 71 .''

RECEIVED
COUNTY & CITY SECTION
DEC 3 1971
[✓] ENGR. [✓] COOR. [✓] OE [ ] AE [✓] UE
[✓] UPE [✓] CE [✓] RE [✓] RPE [ ]

CITY OF Coos Bay
By [signature]
Title Mayor
By [signature]
Title Recorder/Treasurer

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 5, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5006(2)
Wasson St., 10th St. and Market Ave. Coos Bay
Location/Design Approval

Location/design approval as required under Paragraph 10 of PPM 20-8 is hereby granted for the construction of the subject TOPICS project in Coos Bay as requested in Mr. Klaboe's October 26 letter.

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

11-10-71
Young

RECEIVED
NOV 10 1971
PROGRAM & PLANNING

BEN GIFFORD

R. N. CRASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc: Cox

GPO 910.222

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-5-71

FEDERAL AID PROJECT NO.: T-5006(2)

STATE PROJECT NO.: WASSON ST.-10TH ST. AND MARKET AVE. SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: COOS

ITEM NO.: T-52

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	NOVEMBER 5, 1971	FAS ROUTES 246,263 & FAP ROUTE 2	CAPE ARAGO HIGHWAY #240-EMPIRE COOS BAY 243

GENERAL LOCATION:

STREET INTERSECTIONS IN CITY OF COOS BAY

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[X] PREPARATION

[ ] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
R. D. ASBURRY

Zfoung
11-8-71

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NOV 9 1971
PROGRAM & PLANNING
DIVISION

R.N. - 1 - F

Okay
11-9-71

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-5-71		DIVISION ENGINEER

Copy

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
OCT 27 1971
FOR FILING
7101

October 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Wasson St., 10th St., Market Ave. (Coos Bay)
Project T-5006(2)
Coos County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The locations are the existing intersections of the Cape Arago Hwy. at Wasson St., the Empire-Coos Bay Hwy. at 10th St. and the Oregon Coast Hwy. at Market Ave.

b. The design consists of a semitraffic- and pedestrian-actuated multiphase traffic control signal with curb radius adjustment on NE and SW corners to improve right-turn traffic flow on the Empire-Coos Bay Hwy.; a pretimed interconnected traffic control signal and intersection illumination on the Oregon Coast Highway.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy - Study Report (County and City Memo dated October 12, 1971)
1 copy - City of Coos Bay "TOPICS Project Request" dated May 20, 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6e of PPM 20-8.

Clearinghouse and environmental statement requirements are waived under FHWA memorandum dated July 19, 1971.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PE & E phase of preliminary engineering for final preparation etc., as programmed under the subject project T-5006(2).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

Enclosures

MfC:dg

cc R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
R. H. Chase
B. L. Gifford

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
October 12, 1971

SUBJECT: Location-Design Approval
TOPICS Project T-5006(2)
City of Coos Bay

To: Mr. L. H. Young
Program and Planning Engineer
B U I L D I N G

Attn: Mr. R. N. Chase

Processing for location-design approval for the subject project is requested.

STUDY REPORT

LOCATION: Cape Arago Hwy. @ Wasson St.; Empire-Coos Bay Hwy. @ 10th St., and Oregon Coast Hwy. @ Market Avenue.

DESIGN: Install a semi-traffic and pedestrian actuated traffic control signal on the Cape Arago Hwy. (Newmark Avenue) at Wasson St.

Replace the existing two-phase signal on the Empire-Coos Bay Hwy. (Central Avenue) at 10th Street with a full traffic actuated multiple-phase traffic control signal and increase the curb radii on the N.E. and S.W. corners of the intersection to improve right-turn traffic flow onto 10th Street.

Install a pretimed interconnected traffic control signal and intersection illumination on the Oregon Coast Hwy. (N. Broadway) at Market Avenue.

This project is expected to increase the capacity of these intersections and to provide for safer crossing, turning, and pedestrian movements.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
R. D. ASBURY

NOTED
L. H. YOUNG

RB:ljt

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OCT 12 1971
PROGRAM & PLANNING
DIVISION

SP 52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
October 12, 1971

SUBJECT: Location-Design Approval
TOPICS Project T-5006(2)
City of Coos Bay

To: Mr. L. H. Young
Program and Planning Engineer
B U I L D I N G

Attn: Mr. R. N. Chase

Processing for location-design approval for the subject project is requested.

STUDY REPORT

LOCATION: Cape Arago Hwy. @ Wasson St.; Empire-Coos Bay Hwy. @ 10th St., and Oregon Coast Hwy. @ Market Avenue.

DESIGN: Install a semi-traffic and pedestrian actuated traffic control signal on the Cape Arago Hwy. (Newmark Avenue) at Wasson St.

Replace the existing two-phase signal on the Empire-Coos Bay Hwy. (Central Avenue) at 10th Street with a full traffic actuated multiple-phase traffic control signal and increase the curb radii on the N.E. and S.W. corners of the intersection to improve right-turn traffic flow onto 10th Street.

Install a pretimed interconnected traffic control signal and intersection illumination on the Oregon Coast Hwy. (N. Broadway) at Market Avenue.

This project is expected to increase the capacity of these intersections and to provide for safer crossing, turning, and pedestrian movements.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

NOTED
R. D. ASBURY

NOTED
L. H. YOUNG

RB:ljt

RECEIVED
OCT 12 1971
PROGRAM & PLANNING
DIVISION

8P*92475-734

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 20, 1971

Name of City Coos Bay
Major Street Name Broadway, Central Avenue, Newmark Avenue
Section Name

Location of Project (Attach sketch map) Length Three Individual Intersections
On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: See Section VII - 1 ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain All three streets are on State Highway System

General description of proposed project: Install pretimed, interconnected signal at N. Broadway and Market Avenue. Replace signal at Central Avenue and Tenth Street with full actuated signal and widen 10th Street to provide turn lanes. Install semi-actuated signal at Newmark Avenue and Wasson Street.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: See attached location map.

2. Type: a. Traffic Control _____
   1. Pretimed X (N. Broadway & Market)
   2. Traffic-actuated
      (a.) Full traffic-actuated X (Central & 10th)
      (b.) Semi-traffic-actuated X (Newmark & Wasson)
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated X (Central & 10th; Newmark & Wasson)

   b. Flashing Beacon _____

Footnotes:

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MAY 24 1971
☐ ENGR. ☐ ☐ ☐ ☐
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two X
   b. Three _____
   c. Multiple X (Central & 10th)

4. Is interconnection for coordination necessary? Yes Remarks: Broadway & Market, only. Necessary to retain platooning on Broadway.

   If so, by cable or leased telephone line? Cable

5. Type of Suspension:
   a. Mast Arm X (Broadway & Market)
   b. Span Wire X (Other two)
   c. Signal Bridge _____

6. Paint Color Desired: Rodda Bottle Green

7. Present Signalization: Existing signal at Central & 10th only.

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: N. Broadway & Market, only.

2. Type: a. Mercury Vapor X
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II X
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

Illumination at N.E. corner of Broadway and Market to conform to ultimate lighting plan on Broadway.

4. Luminaire Wattage:

a. 175		d. 700	
b. 250		e. 1000	X
c. 400			

5. Luminaire Spacing: As shown

6. Maintained Intensity: $2\frac{1}{2}$ - $3\frac{1}{2}$ foot candles (ultimate system)

7. Uniformity Ratio: 3.2:1

8. Proposed Mounting Height:

a. 30 ft.	X	c. 45 ft.	
b. 40 ft.		d. 50 ft.	

9. Pole Type:

a. Wood	
b. Steel	X
c. Aluminum	

10. Operating Voltage:

a. 120	X	c. 480	
b. 240		d. Series	

11. Type of Wiring:

a. Overhead	
b. Underground	X

12. Present Illumination: _____

Footnotes:

55,000 Lumen M.V. luminaire to conform to established design of street light system on Broadway

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Central & Tenth

2. Desired Work: Increase radius of curb at N.E. and S.W. corner of intersection to 35 foot.

3. Typical Cross Section:

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Concrete C & G.
   b. Exposure 6 inches
   c. Width between curbs _____ ft.
   d. Desired curb radius 35 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: A. C. Surfacing

7. Traffic Control Signing:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width 6 ft.
   c. Type P.C.C.
   d. Location: 450 square feet total at N.E. & S.W. corners

Footnotes:

IV. STRUCTURE DATA:

1. Location: None

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60-80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 86,000 (70 & 71 Funds)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 43,000
3. Date Match Money is Available: July 1, 1971
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: The selection of a consultant has been made. Proposals have been received by the cities of Coos Bay and North Bend and submitted to the Oregon State Highway Division. Completion of the areawide TOPICS plan is estimated to be July 1972.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
See attached report.

3. This Project Would Accomplish the Following:
See attached report.

This application is not complete unless a sketch map showing the location of the project is attached.

The Coos Bay City Council on the 17th day of May, 19 71, adopted Resolution No. 71-31 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Harold G. Leslie, City Manager

By _____

T-1-69
(rev. 12-70)

OREGON STATE HIGHWAY DIVISION

RECEIVED
OCT 19 1971
PROGRAM & PLANNING
DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 18, 1971

THE WORLD, Coos Bay, Oregon 97420
EMPIRE BUILDER, Coos Bay, Oregon 97420
NEWS, North Bend, Oregon 97459

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Coos Bay, Coos County, Oregon, relative to State's proposed plans for various traffic signal installations within the city of Coos Bay. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, October 21, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. C. T. Keasey, Region Engineer in Roseburg, 672-6541, ext. 241.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att. Notice and Map

cc: Federal Highway Administration
Program and Planning, 2
Accounting Section: 5107-608-04
County and City Section
Public Affairs
C. T. Keasey, Region Engineer
City of Coos Bay

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
F. L. Hall
[illegible] N. Chase
F. B. Crandall
B. L. Gifford

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Coos Bay has requested the Oregon State Highway Division to seek the Federal Highway Administration's location-design approval for various traffic signal installations within the City of Coos Bay, Coos County, Oregon.

The proposed project involves the installation of traffic signals on the Cape Arago Highway (Newmark Street) at Wasson Street and on the Oregon Coast Highway (N. Broadway) at Market Avenue, replacement of the traffic signal on the Empire-Coos Bay Highway (Central Avenue) at 10th Street, and the widening of the N.E. and S.W. corners of the latter intersection to improve right-turn movements onto 10th Street.

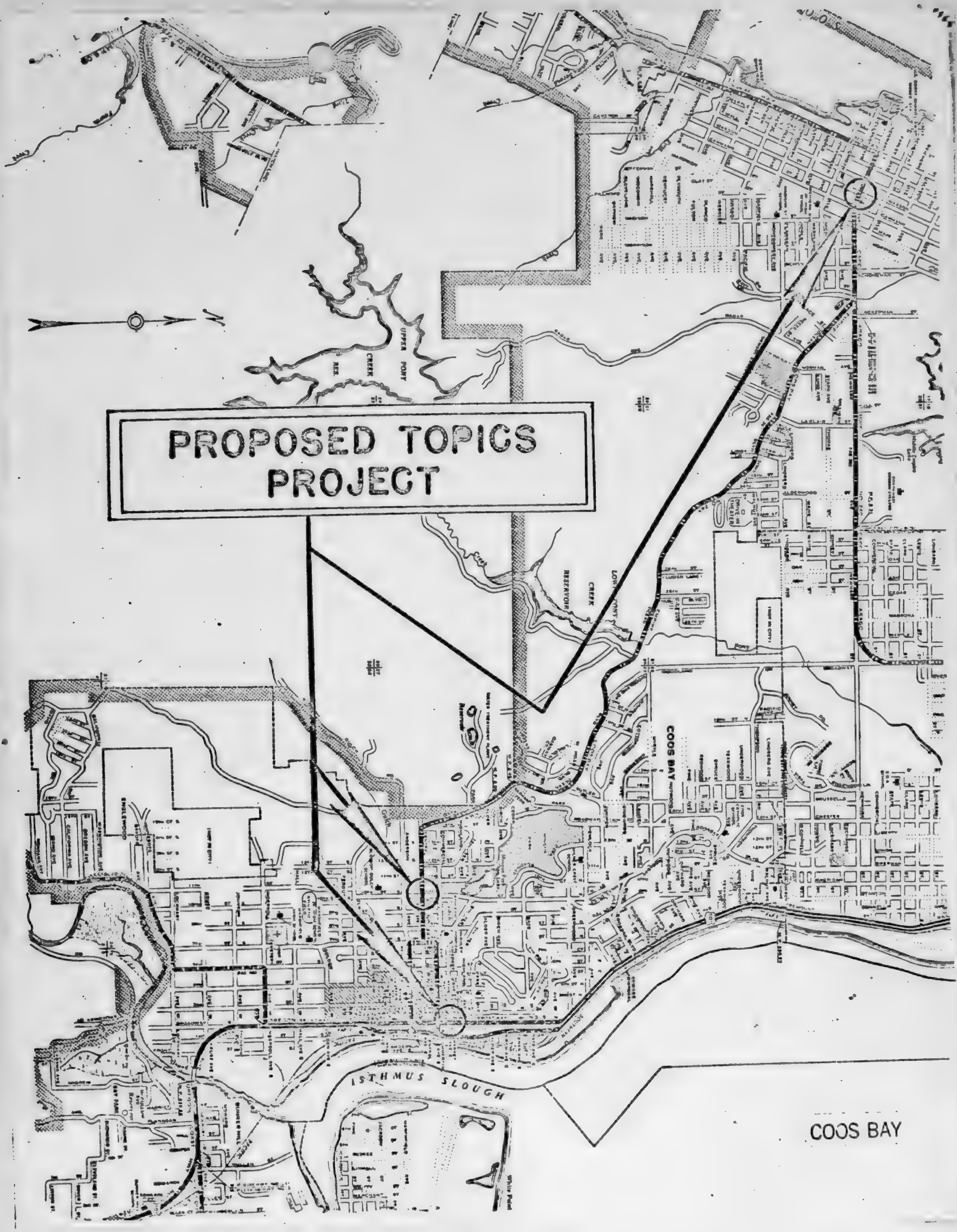
Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
10/18/71

THE WORLD, Coos Bay
EMPIRE BUILDER, Coos Bay
NEWS, North Bend


PROPOSED TOPICS
PROJECT
UPPER POINT
CREEK
COOS BAY
ISTHMUS SLOUGH
COOS BAY

TOPICS PROJECT REPORT

A. BROADWAY AND MARKET AVENUE

B. CENTRAL AVENUE AND TENTH STREET

C. NEWMARK AVENUE AND WASSON STREET

MAY 1971

PUBLIC WORKS DEPARTMENT

CITY OF COOS BAY, OREGON

RECEIVED

The World--------5-18
Coos Bay

Three New Traffic Lights

Coos Bay City Council, in a brief session Monday night following the city budget meeting, approved three traffic lights as part of the Traffic Operations Program to Increase Capacity and Safety (TOPICS).

They include a traffic-actuated light at Newmark and Wasson in the Empire district, long a safety goal of Councilman Harvey Duerksen. This would allow easier crossing of that intersection by Wasson traffic.

Others are a traffic light at Broadway and Market in downtown Coos Bay and a five-phase light at 10th and Central, which with some widening of 10th Street would provide left turn signals and lanes.

Cost of the 10th Street light would be about $16,000, and the other two, $12,000 each. Eighty per cent of the $40,000 total would be paid by the state and federal governments under the TOPICS program, with $8,000 to be borne by the city.

TOPICS was designed to help cities improve the carrying capacity and safety primarily of street intersections.

Project Description

A. North Broadway at Intersection with Market Avenue:

Project consists of the installation of a new, pretimed traffic signal control, utilizing mast-arm mounted signals and underground wiring. A 50,000 lumen mercury vapor light is included to improve illumination at the intersection and to conform to new lighting designed and partially installed along Broadway. The estimated cost of the improvement at this intersection is $12,000.

B. West Central Avenue at Intersection with Tenth Street:

Project consists of the modification and upgrading of the existing traffic control to provide full-actuated control with separate left turn phases for North to West and South to East movements and to provide separate signal display. Included also is the reconstruction at the northeast and southwest corners of the curb radii to a 35 foot radius, the reconstruction of sidewalk at the same corners and the moving of two of the existing traffic signal poles. Left turn lanes will be provided on Tenth Street. The existing poles, vehicular and pedestrian signals are to be retained and utilized. The estimated cost of the improvement at this intersection is $16,000.

C. Newmark Avenue at Intersection with Wasson Street:

Project consists of a new, semi-actuated traffic signal control utilizing mast-arm mounted signals and underground wiring. The estimated cost of the improvement at this intersection is $15,000.

Conditions Requiring Project

A. Broadway and Market Intersection:

Broadway is a one-way street, southbound and with Bayshore Drive provides a one-way couplet link in the Oregon Coast Highway, S.R. 9 (U.S. 101), and thus is a part of the Federal Aid Primary Type I system (FAP - 2) under jurisdiction of the Oregon Highway Division. Market Avenue is within the area designated as the Central Business District of Coos Bay; it has been designated as a tentative Primary, Type II street; it is under the jurisdiction of the City of Coos Bay; and it provides for two-way traffic movements. Market Avenue is the first street North of the Central Avenue Shopping Mall which provides for eastbound traffic movements and access to the North and South along Broadway and Bayshore Drive. The closing of Central Avenue to vehicles, together with the designation of Commercial Avenue as a one-way, westbound street has caused a considerable increase in the use of Market Avenue, particularly for eastbound traffic movements. The nearest street to the north which is open between Broadway and Bayshore is Alder Avenue, three blocks north of Market Avenue. Considerable delays in crossing Broadway on Market Avenue are frequently encountered.

B. Central Avenue and Tenth Street Intersection:

Central Avenue is a two-way street which is included on the State Secondary Highway System (S.R. 243, F.A.S. 246) providing access from the Oregon Coast Highway through Central Coos Bay to a junction with the Cape Arago Highway. Tenth Street has been designated as a Tentative Primary, Type II street and is under the jurisdiction of the City of Coos Bay. The intersection is presently controlled by pre-timed traffic signals which are interconnected to the highway and business area signals. Tenth Street to the South is a route to a primary school, a junior high school, and a high school. To the North it is a major access route to a major residential area and connects with the City of North Bend, Left turn movements off Tenth Street onto Central Avenue cause frequent delays, particularly before and after school hours and school events.

C. Newmark Avenue and Wasson Street Intersection:

Newmark Avenue is a two-way street which is included on the State Secondary Highway System (S.R. 240, F.A.S. 263) providing a route from the Oregon Coast Highway, from Central Coos Bay and from Central North Bend to the major commercial, industrial and recreational facilities along Coos Bay and the Pacific Ocean. It also serves as the major business access street in the Empire District of the City of Coos Bay. Wasson Street is designated as a Tentative Primary, Type II street connecting the Empire District to Northwest Coos Bay and West North Bend areas. A U.S. Post Office is located on the north side of Newmark near the Wasson Intersection. A large grocery store is to be constructed on the east side of Wasson Street in the first block North of Newmark. Two schools are located near Wasson and within a few blocks South of Newmark and a school district bus storage and repair facility is on Wasson two blocks North of Newmark. Left turn (South to East) vehicular movements are spread among four streets, including Wasson Street, Cammann Street, Wall Street, and Marple Street. Newmark Avenue traffic makes these movements hazardous and cause delays. The School District 9 bus facility is the central storage area for the district's buses, most of which must make the south to east left turn twice daily. The school district serves Coos Bay, Eastside, the Coos River Area and the rural area more than half-way to Coquille, as well as the Charleston Area. Pedestrian crossings of Newmark by school children were believed to be so hazardous that the school district now busses all students from North of Newmark to school.

Proposed Project Accomplishments

It is anticipated that increased capacity and safety will result from the accomplishment of the improvement of these intersections. Accidents involving vehicles entering or crossing all three intersections are expected to decrease as well as the delay time for these vehicles. Increased illumination at the Broadway and Market intersection should have a favorable effect on nighttime traffic safety. Pedestrian crossings at all three intersections will be safer. After the installation of the traffic signal at Newmark and Wasson, the use of this controlled intersection by drivers, rather than the

three remaining uncontrolled intersections for left turns is expected to show a substantial increase.

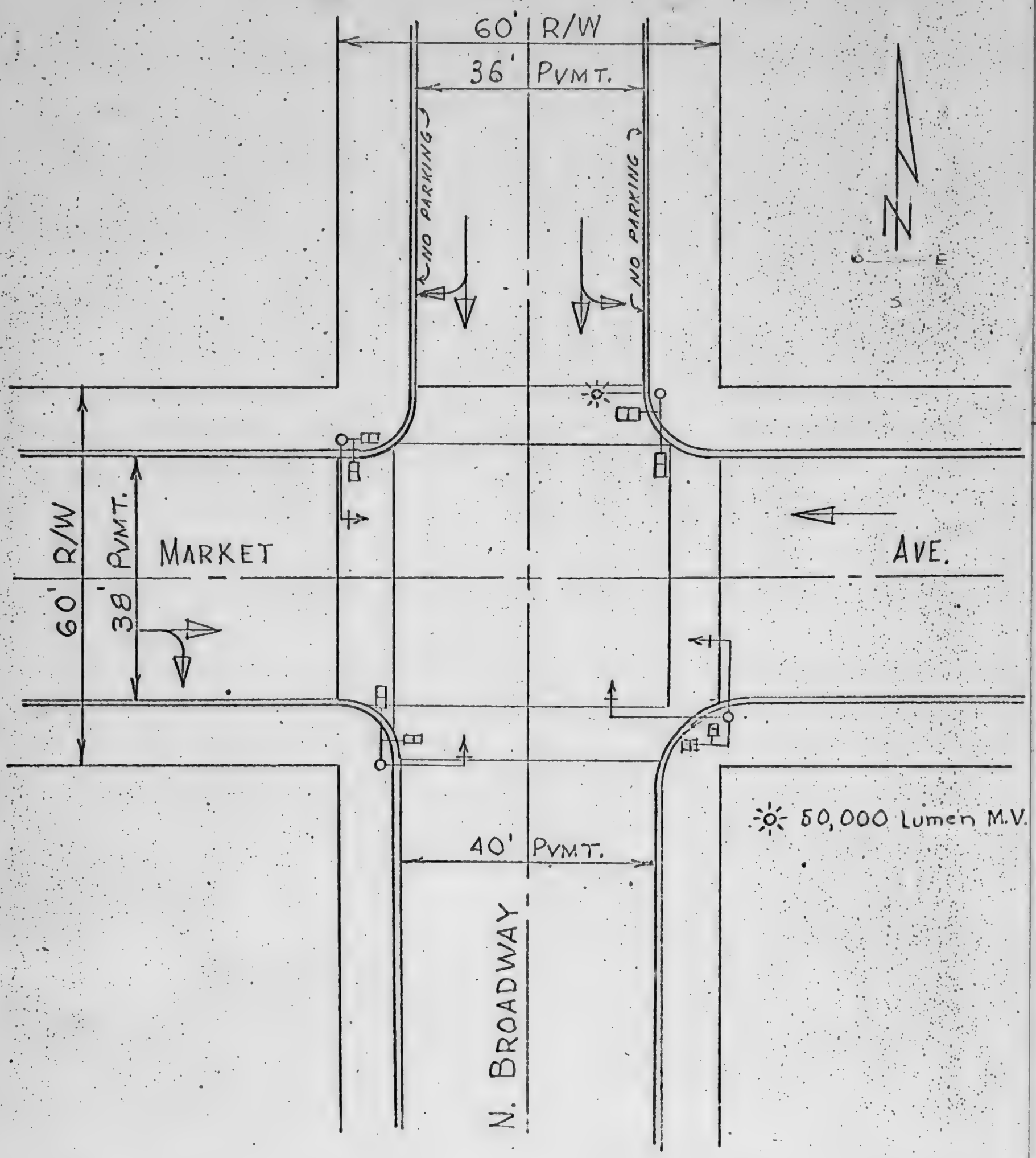
Attachments

Intersection drawings showing the proposed improvement, together with warrants for the signals, traffic counts and other available data are attached.

three remaining uncontrolled intersections for left turns is expected to show a substantial increase.

Attachments

Intersection drawings showing the proposed improvement, together with warrants for the signals, traffic counts and other available data are attached.



PROPOSED SIGNAL INSTALLATION - N. BROADWAY & MARKET

MAY 1971

TRAFFIC SIGNAL WARRANTS

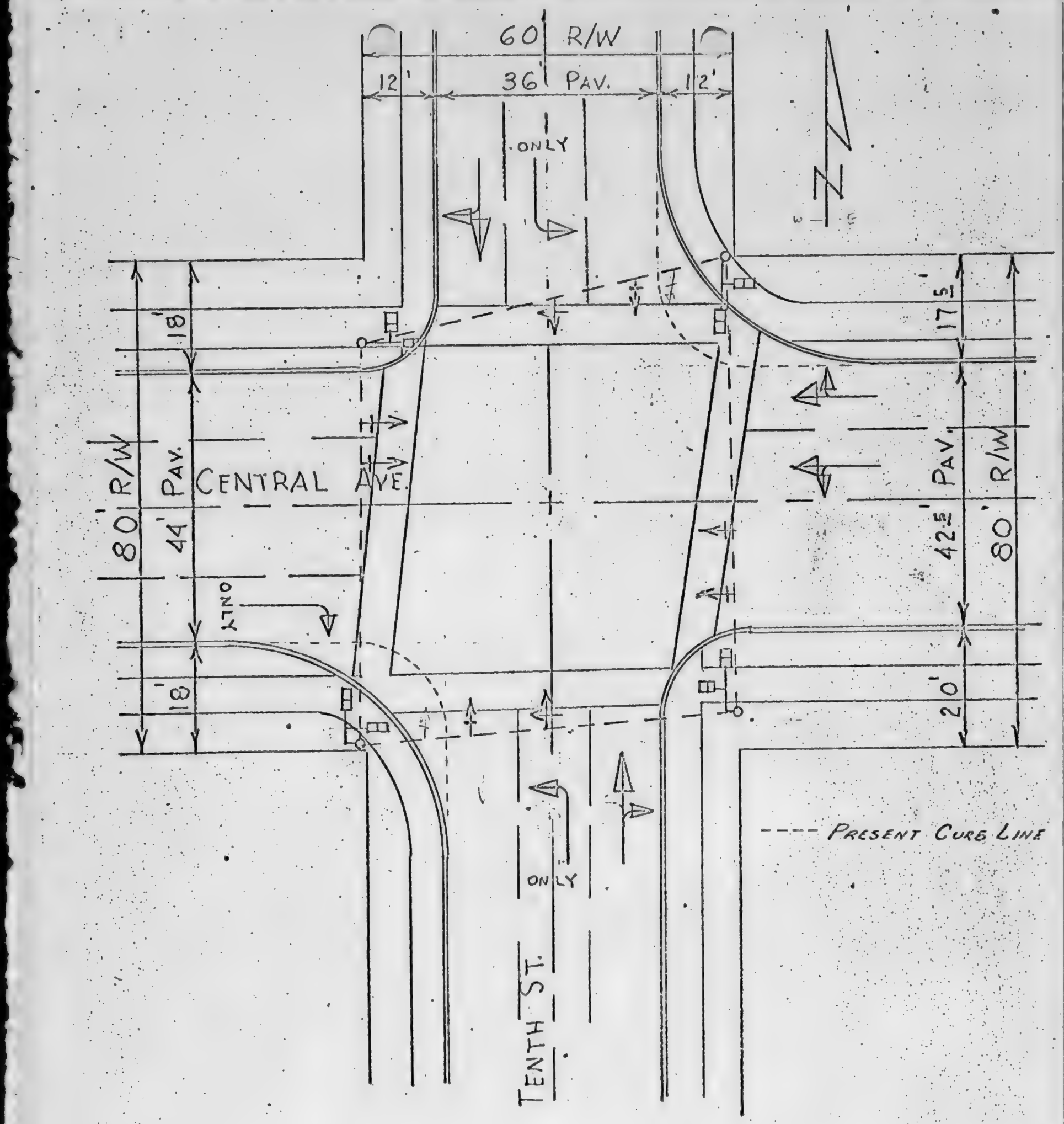
For Intersection of

Broadway & Market

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	975
(b) Vehicles per hour on higher-volume minor street approach	150	120
2. Interruption of Continuous Traffic.		
(a) Vehicles per hour on major street (Total of both approaches)	900	975
(b) Vehicles per hour on higher-volume minor street approach	75	120
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	975
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	20
4. Progressive Movement	N.A.	N.A.
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	3

Remarks: This signal to be Interconnected for progressive coordination with other existing signals along Broadway. Counts based upon August 1970 weekday traffic count.

* Observed Conditions: Average volumes for eight highest-volume hours



PROPOSED SIGNAL MODIFICATION - CENTRAL & TENTH

MAY 1971

Rev. 5'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date ..... Aug. 18 & 19 - 1970 .....
Day of week ..... Tues. & Wed. .....
Hours counted ..... 6:00 A - 10:00 P .....
Weather ..... Clear .....

Classification ..... All Vehicles .....

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A.M.	6:00– 7:00	10		7		266		-	7	2		6		298	283	95	15	5
	7:00– 8:00	44		38		588		12	11	1		14		708	670	95	38	5
	8:00– 9:00	23		50		454		19	33	15		28		622	527	85	95	15
	9:00–10:00	28		37		574		13	39	39		36		766	639	83	127	17
	10:00–11:00	34		45		741		13	44	38		33		951	823	87	128	13
	11:00–12:00	48		39		767		32	64	49		73		1072	854	80	218	20
	12:00– 1:00	68		33		922		18	72	49		51		1213	1023	84	190	16
P.M.	1:00– 2:00	38		66		944		21	51	35		64		1222	1048	86	174	14
	2:00– 3:00	41		51		939		7	51	29		55		1172	1030	88	142	12
	3:00– 4:00	32		38		958		21	51	58		81		1239	1028	83	211	17
	4:00– 5:00	47		40		990		15	65	52		86		1298	1077	83	221	17
	5:00– 6:00	38		48		933		7	65	41		67		1099	919	84	180	16
	6:00– 7:00	27		40		562		10	33	11		38		721	629	87	92	13
	7:00– 8:00	27		19		514		14	32	16		36		658	560	85	98	15
	8:00– 9:00	14		15		395		5	13	20		17		479	424	89	55	11
	9:00–10:00	16		15		367		1	6	4		15		424	398	94	26	6
	10:00–11:00																	
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total .	559		642		11894		232	701	508		770		15336	13125	86	2211	14
	½-Hour total .	535		584		10513		211	637	462		700		13942	11932	86	2010	14
	-Hour total .																	
	Control . . .																	
	Factor . . .																	

Tabula

Check

Broadway N. ..... St. is North and South

Market Ave ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Coos Bay
Intersection Broadway St. N. (Hwy. 11e 7)
Market Ave.
Mile Post 238.17 (Hwy. No 9)
Classification All Vehicles

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
	6		298	283	95	15	5
	14		705	670	95	38	5
	28		622	527	85	95	15
	36		766	639	83	127	17
	33		951	823	87	128	13
	73		1072	854	80	218	20
	51		1213	1023	84	190	16
	64		1222	1048	86	174	14
	55		1172	1030	88	142	12
	81		1239	1028	83	211	17
	86		1298	1077	83	221	17
	67		1099	919	84	180	16
	38		721	629	87	92	13
	36		658	560	85	98	15
	17		479	424	89	55	11
	15		424	398	94	26	6
	770		15336	13125	86	2211	14
	700		13942	11932	86	2010	14

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
283	2	13	
670	13	25	
527	34	61	
639	52	75	
823	51	77	
854	81	137	
1023	67	123	
1049	59	115	
1030	36	106	
1028	79	132	
1077	70	151	
919	45	132	
629	21	71	
560	30	68	
434	25	30	
398	5	21	
995		122	
7823		2093	
12		9	
10		15	
13125	740	1471	
11932	673	1337	

PEDESTRIANS USING CROSSWALKS

North	East	West	South
2			
2	1	8	
7	7	3	
8	5	2	
			1
11	6		
1	22	6	10
17	8	11	1
	10		
9	9		
26	4	1	
14			
6		7	
6		9	
2	1	6	
3	7		
114	114	20	16

Tabulated by IJF
Checked by IJF

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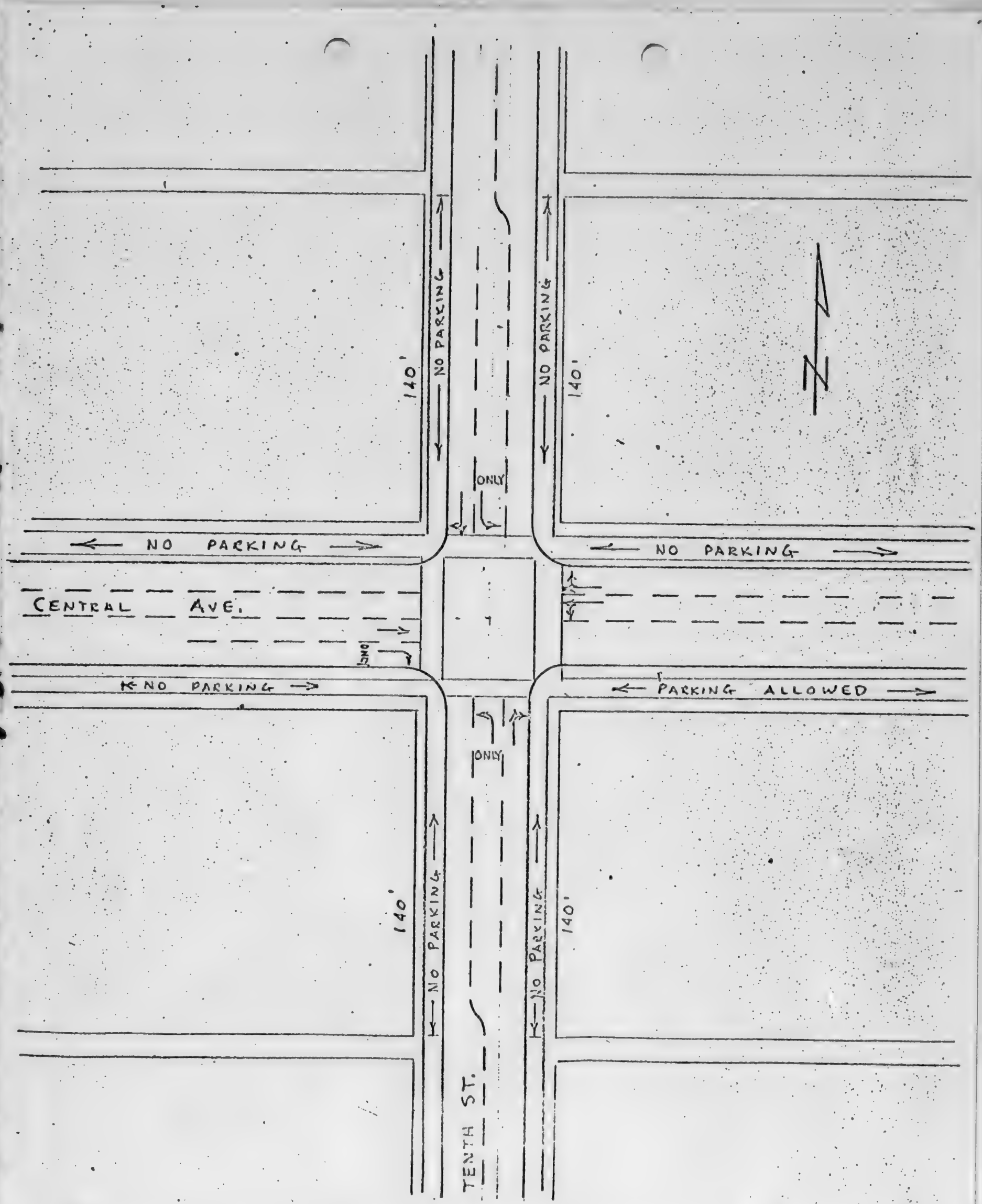
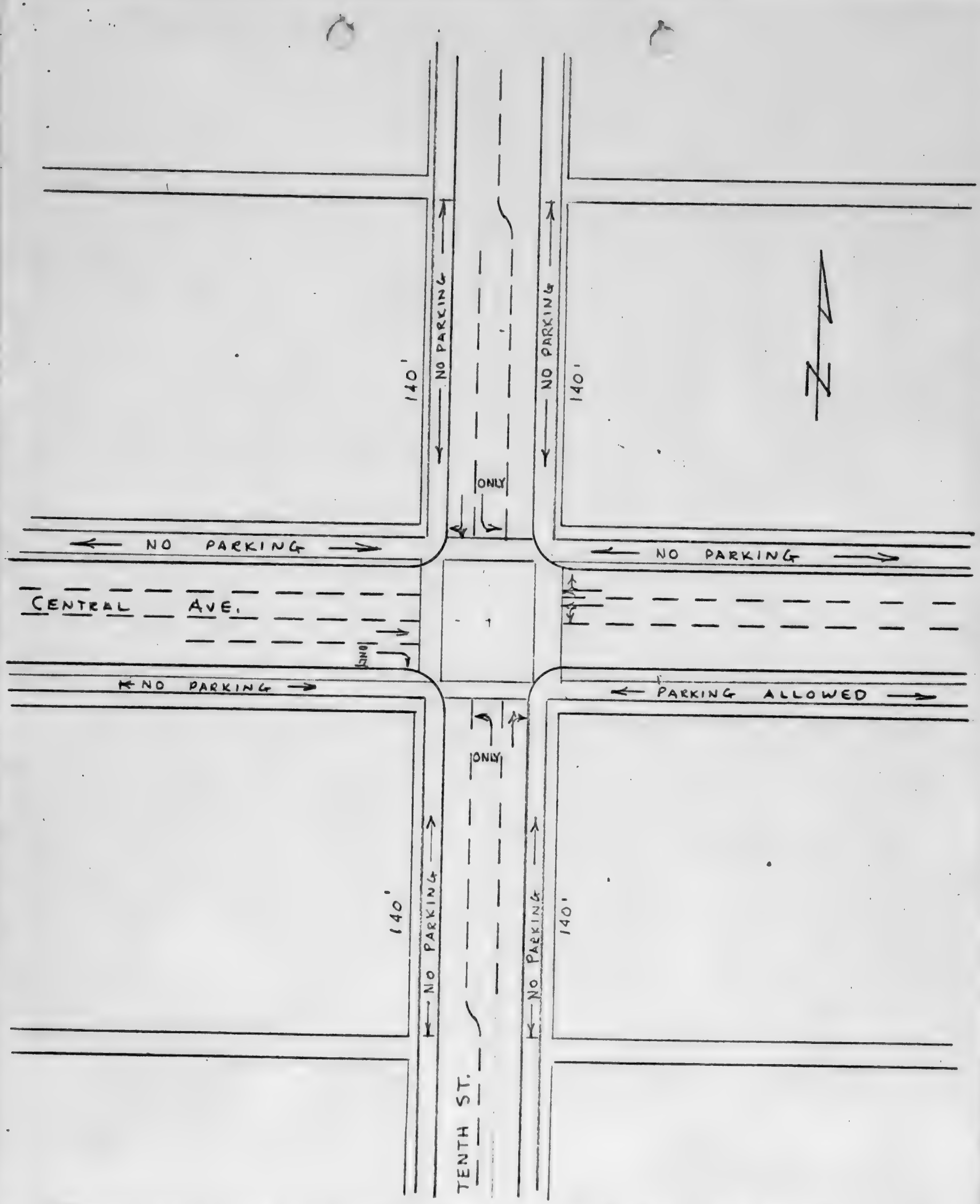


PROPOSED LANE & CURB MARKINGS - CENTRAL & TENTH



PROPOSED LANE & CURB MARKINGS - CENTRAL & TENTH

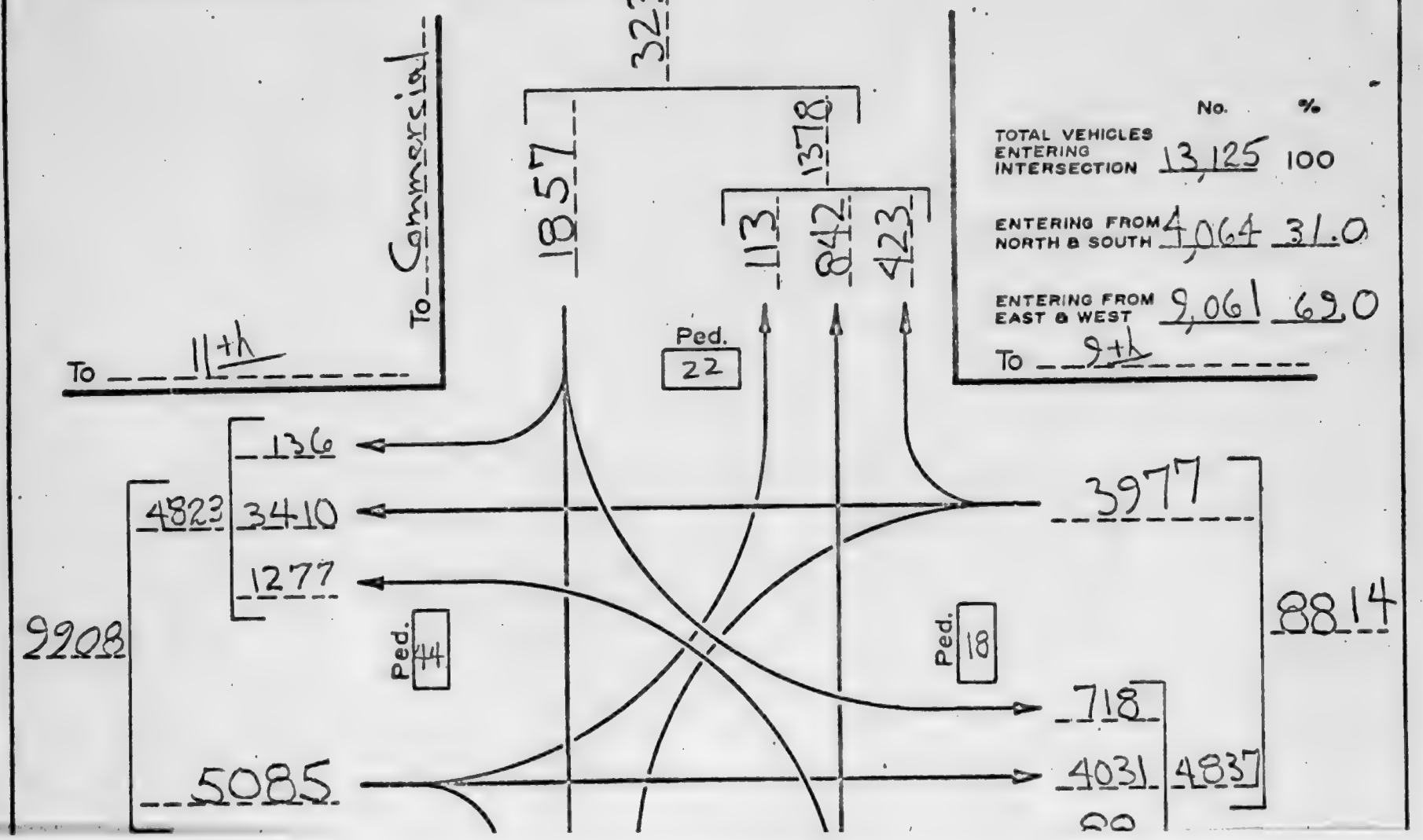
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

13

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 7-22-70
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6AM - 8PM
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6AM - 8PM
WEATHER Clear

CITY OR COUNTY Coos Bay
INTERSECTION OF 10th
& Central
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13,125	100
ENTERING FROM NORTH & SOUTH	4,064	31.0
ENTERING FROM EAST & WEST	9,061	69.0

To 9th

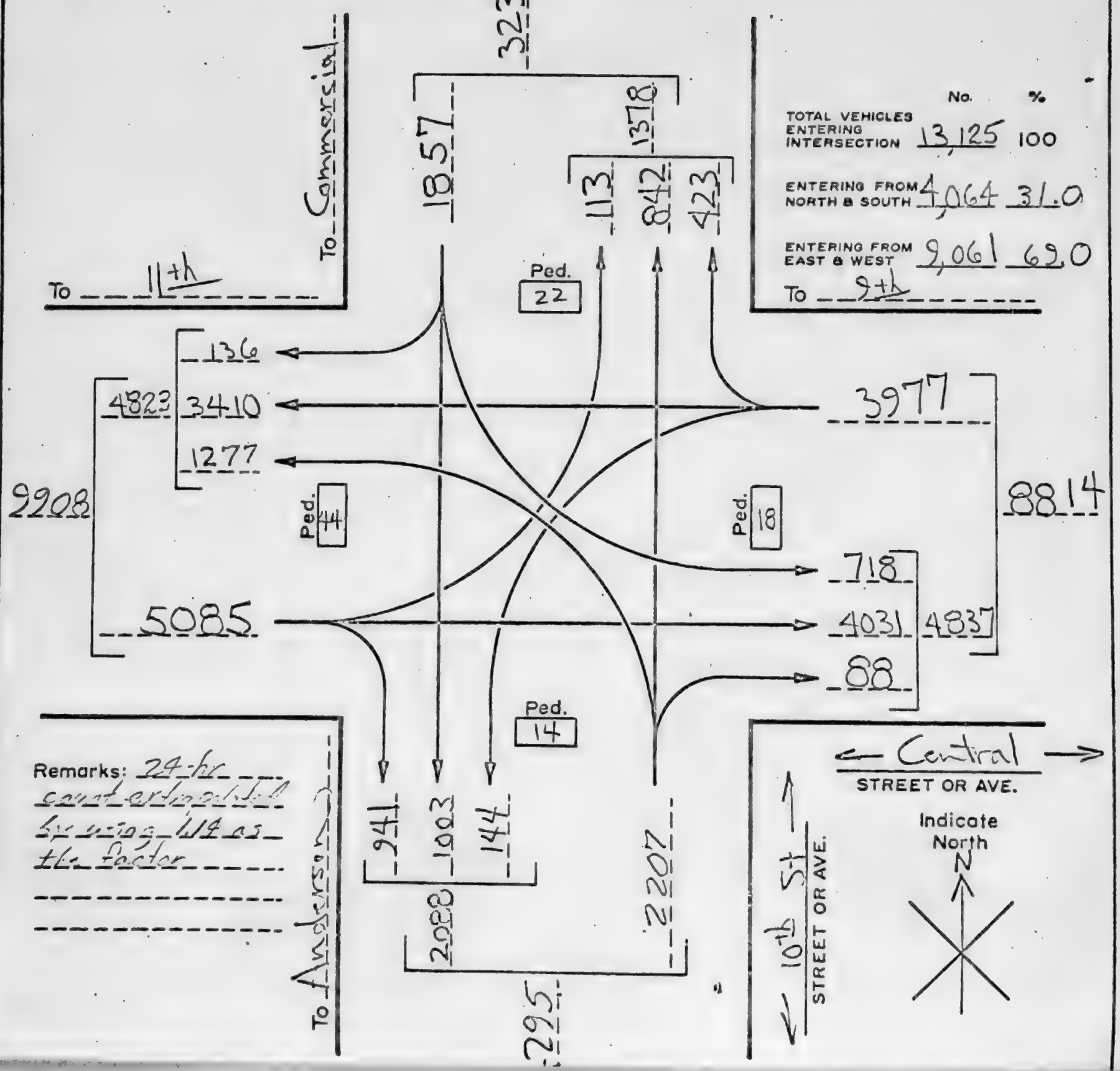
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

13

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 7-22-70
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6AM - 8PM
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6AM - 8PM
WEATHER Clear

CITY OR COUNTY Coos Bay
INTERSECTION OF 10th & Central
MILE POST
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	13,125	100
ENTERING FROM NORTH & SOUTH	4,064	31.0
ENTERING FROM EAST & WEST	9,061	69.0

To 9th

Remarks: 24-hr count extrapolated by using 1/4 as the factor

Rev 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date 7-22-70
Day of week Wednesday
Hours counted 6AM - 8PM
Weather Clear

Classification All Vehicles

Ci
In
M
Cl

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A.M.	6:00- 7:00	9	1	0	[illegible]	8	4	47	135	1	0	28	33	269	54	20	215	80
	7:00- 8:00	17	3	7	6	51	22	94	250	3	4	59	60	576	161	27	415	73
	8:00- 9:00	41	9	6	7	71	39	114	290	5	5	54	66	707	228	32	479	68
	9:00-10:00	56	16	4	3	51	24	121	233	6	4	43	38	619	197	32	422	68
	10:00-11:00	57	27	6	5	68	44	206	266	10	8	53	55	805	238	28	577	72
	11:00-12:00	59	28	10	4	71	81	242	250	9	11	49	63	877	295	34	582	66
	12:00- 1:00	56	38	8	8	79	92	283	287	16	8	76	95	1036	328	32	708	68
P.M.	1:00- 2:00	57	31	20	6	86	64	264	311	16	6	78	83	1032	326	32	706	68
	2:00- 3:00	59	20	10	12	86	56	264	245	10	4	62	107	945	322	34	623	66
	3:00- 4:00	45	61	13	5	77	62	268	311	12	3	61	84	1002	284	28	718	72
	4:00- 5:00	53	45	14	9	94	63	3[illegible]	3[illegible]	13	9	85	114	1[illegible]5	349	28	2[illegible]	72
	5:00- 6:00	[illegible]	27	8	[illegible]	26	83	302	226	10	1	76	141	1054	307	29	747	74
	6:00- 7:00	[illegible]	27	4	11	47	54	120	179	6	5	54	105	714	247	35	467	65
	7:00- 8:00	40	18	8	14	55	41	147	187	9	9	48	76	652	229	35	423	65
A.M.	8:00- 9:00																	
	9:00-10:00																	
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
12-Hour total .		718	423	136	113	1003	842	3410	4021	144	88	941	1271	13,125	4064	31.0	9061	69.0
8-Hour total .		631	371	112	99	881	739	2996	3536	126	77	826	1120	11,513	3565	31.0	7948	69.0
4-Hour total .																		
Control . . .																		
Factor . . .																		

Tabula
Checke

10th ..... St. is North and South

Central ..... St. is East and West

440

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

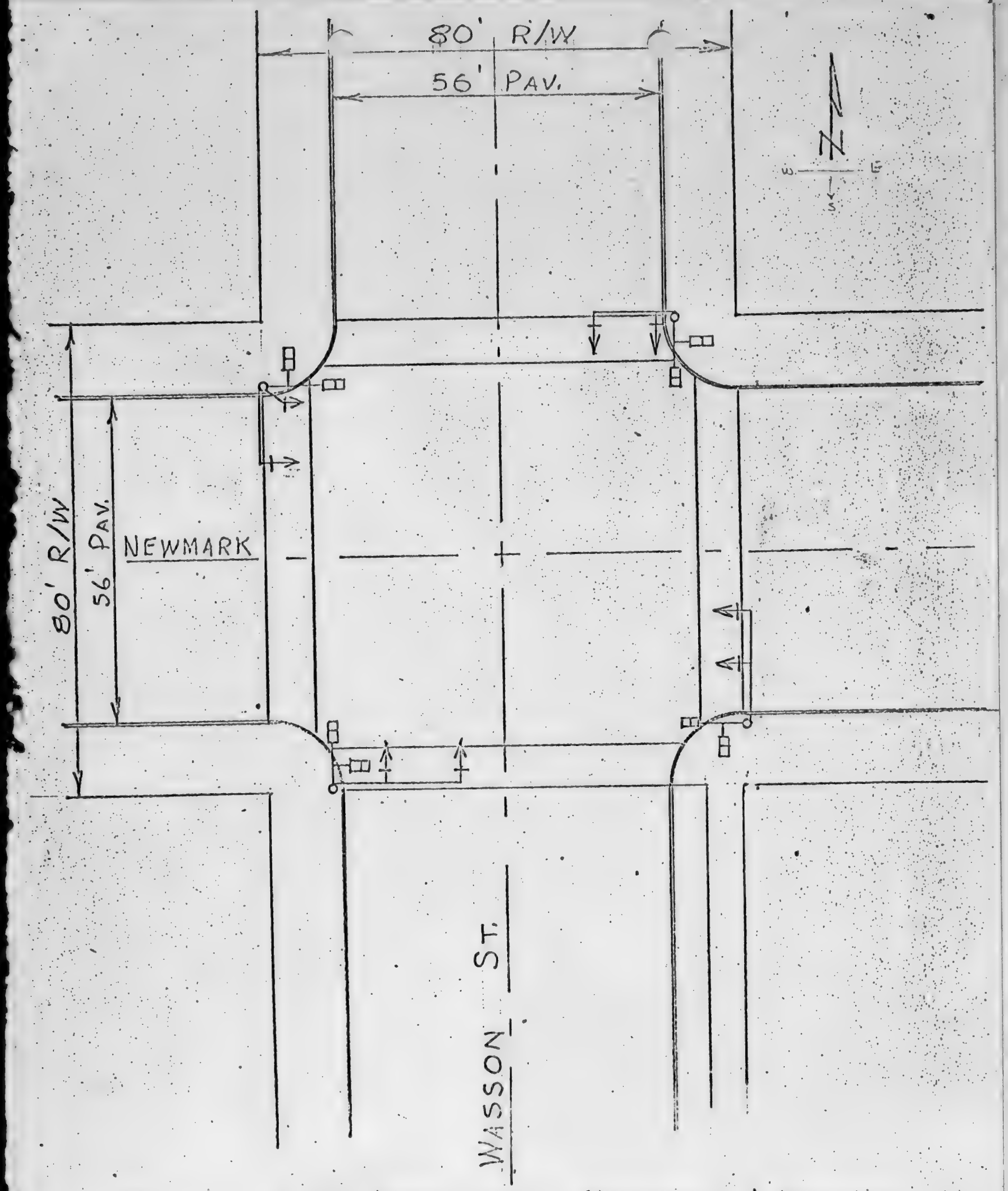
City or County Coos Bay

Intersection 10th & Central

Mile Post

Classification All Vehicles

th & nt	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
	28	33	269	54	20	215	80
	59	60	516	161	27	415	73
	54	66	507	229	32	479	68
	43	38	514	197	32	422	68
	53	55	805	238	28	517	72
	49	63	877	295	34	582	66
	76	95	1036	328	32	708	68
	78	83	1032	326	32	706	68
	62	107	945	322	34	623	66
	61	84	1002	284	28	718	72
	85	114	1305	349	28	956	72
	76	141	1654	307	29	747	74
	54	105	714	247	35	467	65
	48	76	652	229	35	423	65



PROPOSED SIGNAL INSTALLATION - NEWMARK & WASSON

TRAFFIC SIGNAL WARRANTS

For Intersection of

Newmark & Wasson

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	500	850
(b) Vehicles per hour on higher-volume minor street approach	150	50
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	750	850
(b) Vehicles per hour on higher-volume minor street approach	75	50
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	850
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	15
4. Progressive Movement	N.A.	N.A.
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	3

Remarks: The major street traffic substantially exceeds Min. Veh. Vol. and Int. of Cont. Tr. Warrants during the average weekday conditions. Weekend traffic generated by fishing and recreational facilities has been observed to be heavier than average weekday conditions. The above volumes represent a weekday count taken August 1970. Signal proposed is a semi-actuated control.

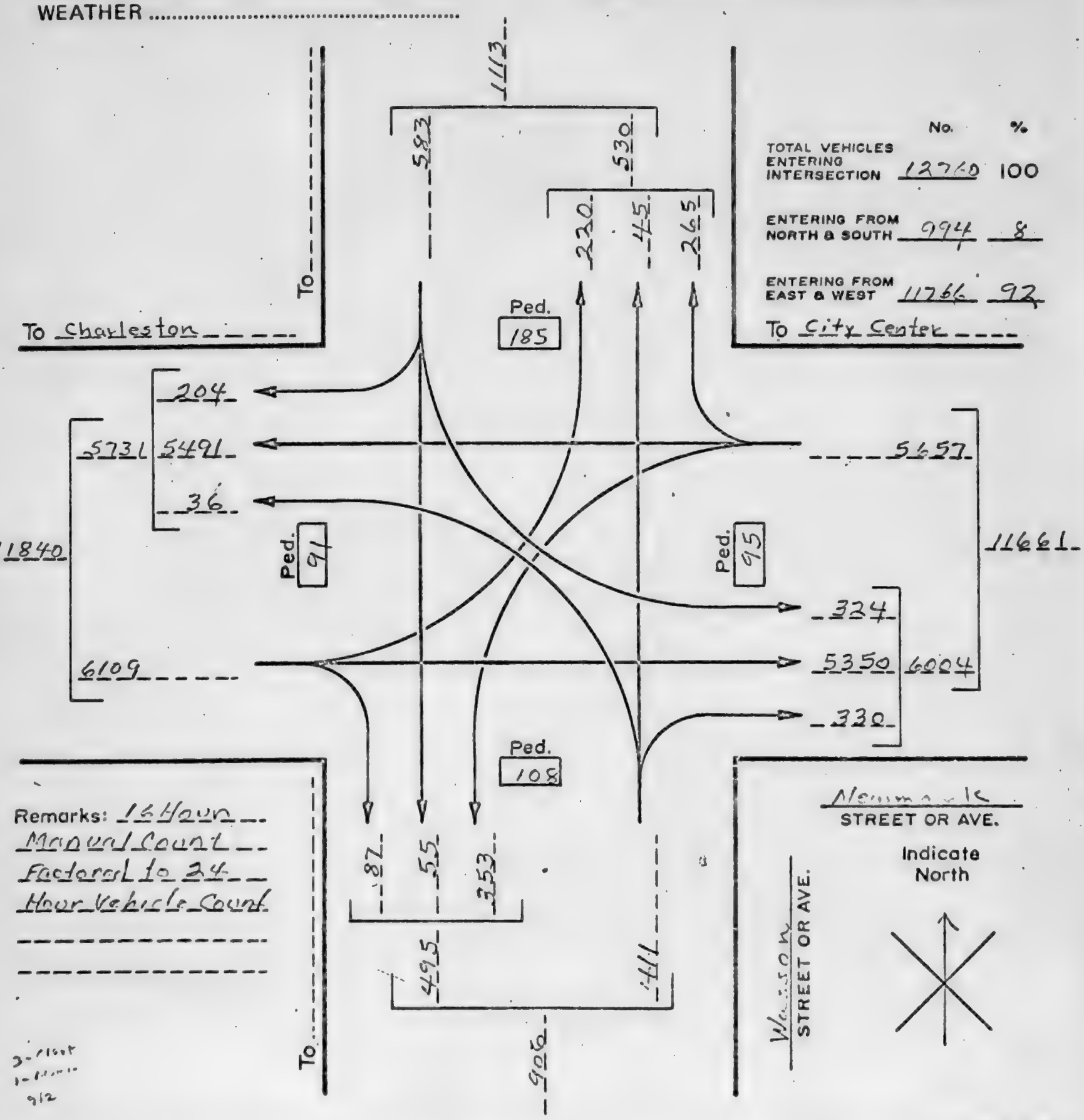
* Observed Conditions: Average volumes for eight highest-volume hours

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE ..... Aug. 25 & 26 - 1970
DAY OF WEEK ..... Tues. & Wed.
ACTUAL COUNT (VEH.) ..... 16 ..... HRS.
HOURS COUNTED ..... 6:00 A - 10:00 P
PEDESTRIAN COUNT ..... 16 ..... HRS.
HOURS COUNTED ..... 6:00 A - 10:00 P
WEATHER .....

CITY OR COUNTY ..... Coos Bay
INTERSECTION OF ..... Cape Arago Hwy. No. 240
..... Wasson St.
.....
MILE POST ..... 3.55 (Hwy. No. 240)
CLASSIFICATION ..... All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12760	100
ENTERING FROM NORTH & SOUTH	994	8
ENTERING FROM EAST & WEST	11766	92

To City Center

Remarks: 16 Hour
Manual Count
Federal 16 24
Hour Vehicle Count

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date ..... Tues. 25 & 26 - 1970

Day of week ..... Tues. & Wed.

Hours counted ..... 6:00 P - 10:00 P

Weather ..... Cloudy

Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
P.M.	6:00- 7:00	6	-	8	-	-	1	153	126	1	4	1	1	301	20	7	281	93
	7:00- 8:00	18	3	13	4	9	1	252	242	8	10	-	-	562	51	9	511	91
	8:00- 9:00	11	4	8	9	1	3	149	220	17	10	2	2	436	35	8	401	92
	9:00-10:00	12	15	4	17	2	4	214	267	11	11	4	-	561	33	6	528	94
	10:00-11:00	16	10	15	17	2	-	299	362	21	17	8	2	769	52	7	717	93
	11:00-12:00	27	13	7	14	6	5	350	376	21	19	10	4	852	68	8	784	92
A.M.	12:00- 1:00	22	15	9	20	3	2	332	383	24	29	4	2	845	67	8	778	92
	1:00- 2:00	24	19	14	11	6	3	360	393	25	30	11	5	904	82	9	822	91
	2:00- 3:00	17	29	9	16	4	1	387	447	22	31	6	3	972	65	7	907	93
	3:00- 4:00	26	28	20	12	4	7	465	421	31	26	7	4	1051	87	8	964	92
	4:00- 5:00	25	21	24	23	4	3	516	378	40	30	7	1	1075	90	8	985	92
	5:00- 6:00	21	23	11	10	2	3	466	276	24	24	6	1	867	62	7	805	93
	6:00- 7:00	19	19	13	9	4	1	313	330	30	26	5	1	770	64	8	706	92
	7:00- 8:00	15	10	7	14	-	3	296	252	18	12	-	3	630	40	6	590	94
	8:00- 9:00	21	19	15	18	-	3	240	231	13	13	4	3	580	55	9	525	91
	9:00-10:00	11	11	8	6	3	1	200	160	12	8	4	1	425	32	8	393	92
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .	324	265	204	220	55	45	5491	5350	353	330	87	36	12760	994	8	11766	92
	½-Hour total .	294	241	185	200	50	41	4792	4864	321	300	79	33	11600	903	8	10697	92
	-Hour total .	6																
	Control . . .																	
	Factor . . .																	

Tabulate

Checked

Wasson ..... St. is North and South

Newmark ..... St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

MMARY OF TRAFFIC COUNT

City or County Coos Bay

Intersection Cape Arago Hwy. No 240

Wasson St

Mile Post 3.55 (Hwy No 240)

cation All Vehicles

Classification

West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
1	1	301	20	7	281	93
1	-	562	51	9	511	91
2	2	436	35	8	401	92
4	-	561	33	6	528	94
8	2	769	52	7	717	93
10	4	852	68	8	784	92
4	2	845	67	8	778	92
11	5	904	82	9	822	91
6	3	972	65	7	907	93
7	4	1051	87	8	964	92
7	1	1075	90	8	985	92
6	1	867	62	7	805	93
5	1	770	64	8	706	92
-	3	630	40	6	590	94
4	3	580	55	9	525	91
4	1	435	32	8	393	92
87	36	12760	994	8	11766	92
79	33	11600	903	8	10697	92

ENTERING VOLUMES - SUMMARY BY LEGS

North	East	West	South
14	154	127	6
40	265	246	11
20	170	231	15
15	240	288	15
33 -	330 -	387 -	19
40 -	384 -	400 -	28
34 -	371 -	407 -	33
44 -	407 -	415 -	38
30 -	438 -	469 -	35
50 -	524 -	440 -	37
56 -	577 -	408 -	34
34 -	513 -	292 -	28
36	362	344	28
22	324	266	18
36	272	253	19
22	223	170	10
	3564	3518	
		3586	
		4709	545
583	6109	5657	441
529	5554	5143	374

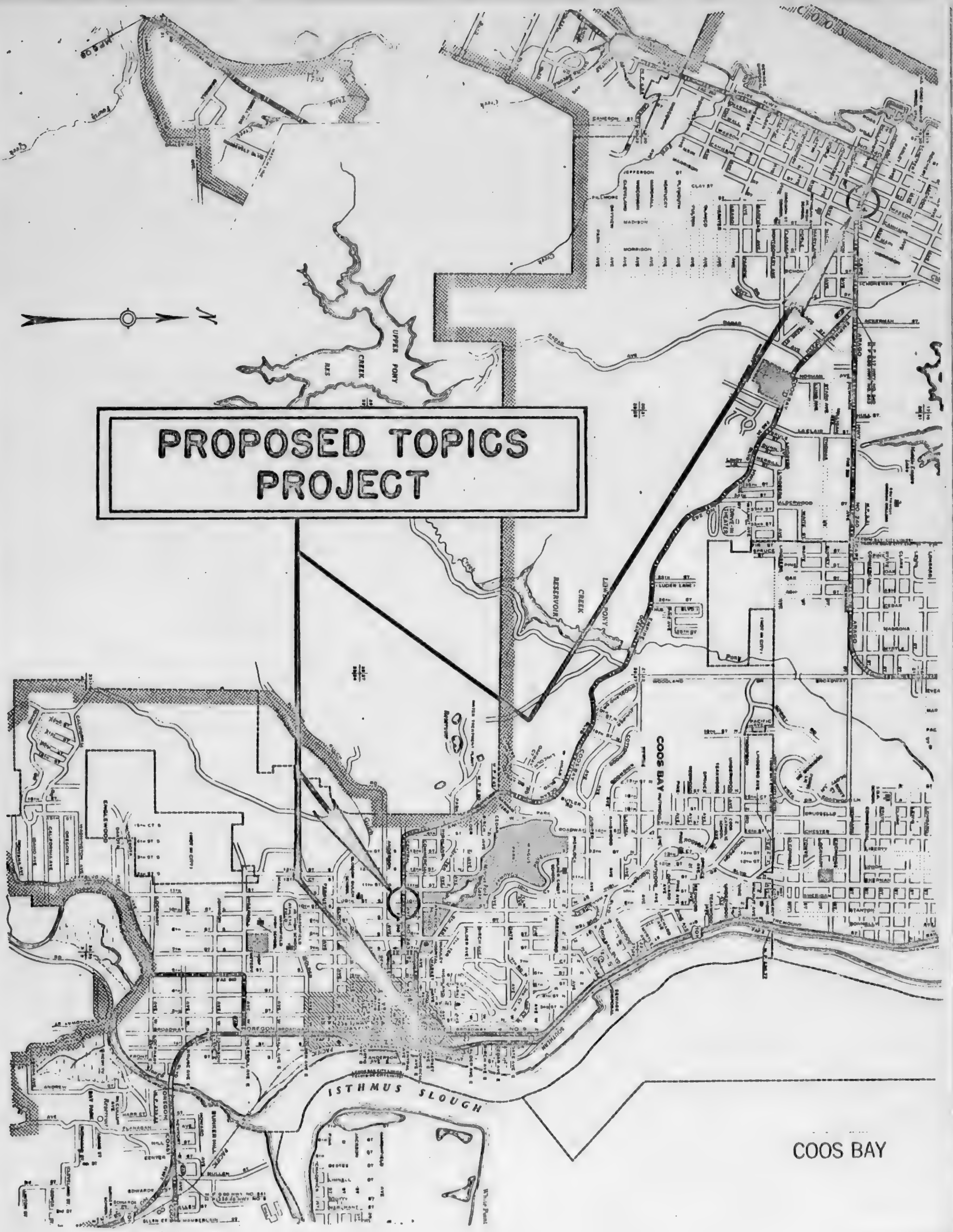
PEDESTRIANS USING CROSSWALKS

North	East	West	South
		1	
1 4	1	4	1 -
7 11	1	6 7	6
21 16		3 5	16
11 14		2 5	9
12 11	15 1	10 8	22
8 18	12	7 3	9
5 16	11	9	10
6	3	2 4	5
	16	4	5
1 4			
8	19	2 4	13
	8	1 1	7
2 3			5
5 1	2	1	
	4		
	2	2	
73 112	15 80	34 57	105

Tabulated by WP

Checked by WP

PROPOSED TOPICS PROJECT



RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Jordan

Sand

Sand

COOS BAY

COOS BAY CITY LIMITS
NORTH BEND CITY LIMITS

COLORADO PARK

COLORADO

MAXWELL RD

FLORIDA

MONTANA

CONNECTICUT

CALIFORNIA

VIRGINIA AVE

VIRGINIA

WASHINGTON AVE

ROOSEVELT · McKINLEY · JEFFERSON · CLEVELAND · ARTHUR · GARFIELD · HAYES · GRANT · JOHNSON · LINCOLN

MAXWELL · AUGUSTINE · FENWICK · SANFORD · CROCKER

HOWARD ST

MARGARETTA ST

Creek

LAKESHORE DR

JOHN AVE

EDWARDS AVE

JAMES AVE

PATRICK AVE

DIVISION AVE

VEERKAMP LINN ST

STAGE ROUTE OLD

Lower Empire Lake

Upper Empire Lake

Middle Empire Lake

SOUTHWESTERN OREGON COLLEGE

M P 2.17 HWY NO 240
M P 0.00 HWY NO 241

M.P. 2.21

ARAGO HWY NO. 240

CAPE

NEWMARK AVE

MILLIGAN AVE

EMPIRE

STARK AVE

LUND AVE

THOMAS ST

NORMAN

LA CLAIR

ALDERWOOD

WAITE ST

KINNEY

LINDBERG AVE

DEVILS LAKE

COOS BAY

OCEAN

WALLACE ST

NEESE ST AVE

WOOLRIDGE

SCHONEMAN AVE

REICHERT ST

SCHETTER

FARLEY AVE

NEWMARK AVE

HOLLAND AVE

MICHIGAN AVE

JOHANNESEN

NOBLE AVE

LATTIN

MONTGOMERY AVE

NICHOLLS ST

PACIFIC AVE

HWY NO 240

ROSS ISLAND

SALMON

MICHIGAN

MARYLAND

NOBLE

FLANAGAN

MONTGOMERY

GARFIELD AVE

DLSF

HARRIS BLVD

KELLY AVE

JACKSON

GRANT

CHADWICK ST

CANNERY ST

MAIN

MORRISON

ACKERMAN

HULL ST

CHICKEN

BUNKER HILL

WALL

LOMBARD

LEWIS

CLARK

STATE

COMMERCIAL

PINE

SPRUCE

18TH

13TH

14TH

15TH

16TH

17TH

NORTH BEND

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population

Scale in Feet

Revised

SHEET ARRANGEMENT

Jordan Cove
Jordan Point
Pony Point
Russell Point
North Point
SOUTHERN PACIFIC
NO 9
HWY
101
M P 234.03
M P 235.41 HWY NO 9
M P 0.00 HWY NO 240
SIMPSON WAYSIDE STATE PARK
NORTH BEND MUNICIPAL AIRPORT
COAST
OREGON
ARAGO
CAPE
HWY NO 240
NO 240
Slough
Pony
SINNEY RD
M P 236.77
COOS

H BEND

NTY. OREGON

HWAY DEPARTMENT

SHEET ARRANGEMENT

1

2

COOS BAY

COOSTON RD

KENTUCK RD

COOSTON

KENTUCK RD

Pierce Point

Willanch Slough

WILLANCH SLOUGH RD

WILLANCH SLOUGH

RUSSELL RD

COOSTON

RD

POINT RD

GRAVEYARD RD

Crawford Point

GRAVEYARD

POINT RD

GRAVEYARD RD

POINT

FAS 249

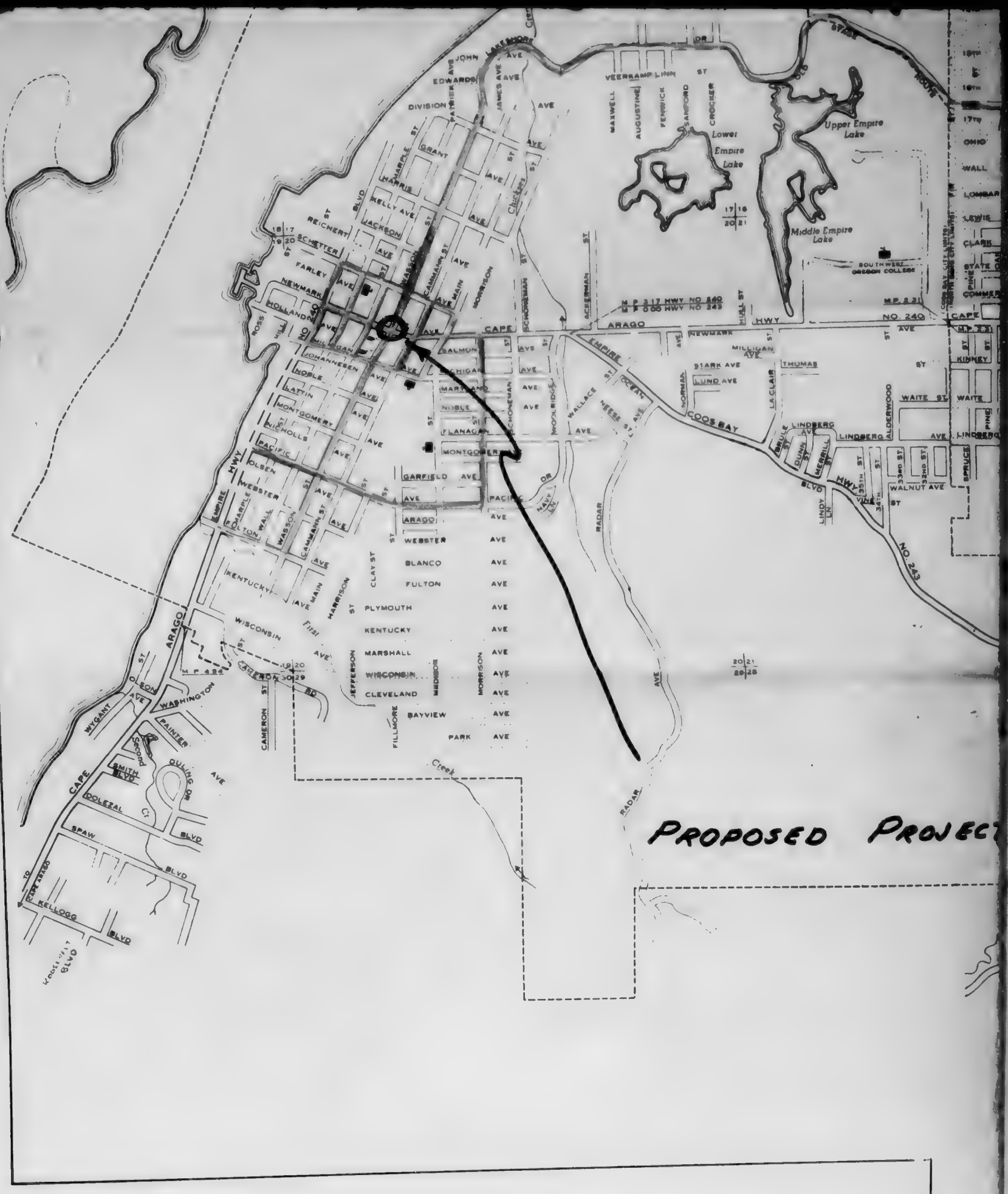
White Point

ALDER AVE E

BIRCH AVE E

CEDAR AVE E

DATE AVE E


PROPOSED PROJECT
CAPE ARAGO HWY NO. 240
COOS BAY
EMPIRE
HWY NO. 241
HWY NO. 243
RADAR
Upper Empire Lake
Lower Empire Lake
Middle Empire Lake
SOUTHWEST OREGON COLLEGE
Creek
Second
CAMERON RD
KELLOGG BLVD
EDWARDS
DIVISION
GRANT
HARRIE
KELLY AVE
JACKSON
REICHERT
SCHETTER
FARLEY
NEWMARK
HOLLAND
JOHANNSEN
NOBLE
LATTIN
MONTGOMERY
NICHOLLS
PACIFIC
OLSEN
WEBSTER
FULTON
WASSON
CAMMANN
MORRISON
SCHONEMAN
SALMON
MICHIGAN
MARSHLAND
FLANAGAN
GARFIELD
ARAGO
BLANCO
KENTUCKY
WISCONSIN
CLEVELAND
BAYVIEW
PARK
PLYMOUTH
MARSHALL
FILLMORE
JEFFERSON
CLAY ST
HARRISON
MAIN
WOODRIDGE
WALLACE
OCEAN
ACKERMAN
HULL ST
MILLIGAN
STARK AVE
LUND AVE
THOMAS
LA CLAIR
NORMA
ALDERWOOD
WAITE ST
LINDBERG
DUNN
MERRILL
LINDY LN
WALNUT AVE
KINNEY
PINE
SPRUCE
WYGANT
PAINTER
QUILING
SMITH BLVD
IDLEREAL Ct.
SPAW BLVD
FAIRVIEW
KELLOGG BLVD
MAXWELL
AUGUSTINE
FENWICK
SANFORD
CROCKER
VEERKAMP
LINN ST

BAY
Pierce Point
MAINE AVE
OREGON AVE
MARYLAND AVE
NO 240
OREGON
MARYLAND
DELAWARE
OHIO
WALL
LOMBARD
LEWIS
CLARK
STATE
COMMERCIAL
NEWMARK
ARAGO
BROADWAY
Pony
KINNEY RD
SCOTT LN
EDGEWOOD LN
FORD LN
DR
BRUSSELLS
CHESTER
EXCHANGE
LOCKHART
TOWER
O CONNELL
VISTA
SHERIDAN
STANTON
DONNELLY
COAST
OREGON RAILROAD
SOUTHERN
PACIFIC
HWY
Slough
MARION
PACIFIC
EVERETT
CEDAR
MADRONA
MYRTLE
M P 239.77
NORTH BEND CITY LIMITS
COOS BAY CITY LIMITS
LINCOLN AVE
NEW AVE
NOT IN CITY
THOMPSON
LN
RD
UNDERWOOD AVE
TEAKWOOD AVE
SPRUCE AVE
REDWOOD ST
PINE AVE
NUTWOOD AVE
ORCHARD AVE
MYRTLE
LAUREL AVE
KINGWOOD AVE
JUNIPER
HEMLOCK
GREENWOOD
CEDAR
BIRCH AVE
ALDER AVE
PARK
HIGHLAND AVE
MINGUS PARK
MARKET
CENTRAL
ANDERSON
DONNELL
FERGUSON AVE
GOLDEN AVE
HALL AVE
INGERSOLL
JOHNSON AVE
KRUSE AVE
LOCKHART AVE
M P 239.22
BROADWAY
FRONT
Slough
EXCHANGE
MINNESOTA
DAKOTA AVE
ENGLEWOOD
CALIFORNIA
WASHINGTON AVE
OREGON AVE
CALIFORNIA AVE
DR
BLVD
HUB BLVD
EMPIRE
WOODLAND
WOODLAND DR
PINE AVE
Lower
Pony Creek
Res.
COOS BAY
W HILLS BLVD
OCEAN
BUTLER RD
LINCOLN
OAKWAY
CYPRESS
M P 240
M P 245
NO 9
NO 243
NO 241
ISTHMUS SLOUGH
White Point
MARSHFIELD AVE
JACKSON
McKAY
FINK
CHADWICK
BUNKER HIL
HOWARD
NEWPORT
RIVER AVE
COOS
101
HARRIET
EDWARDS
CENTER
28 27
33 34
GULCH
BLOSSOM
SIGNED ROUTES
INTERSTATE

EASTSIDE

COOS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

SIGNED ROUTES

INTERSTATE

US

ORE

LEGEND

City Hall

Court House

Armory

City limits

Crawford Point

White Point

BAY

SLOUGH

ISTHMUS SLOUGH

GRAVEYARD POINT RD

FAS 249

NO 241

HWY 101

HWY 42

HWY 42S

HWY 42S

HWY NO 24

HWY NO 8

HWY 25 30

MP 223

MP 239 22

MP 227

MARSHFIELD AVE

JACKSON

McKAY

FINK

CHADWICK

GOLDEN AVE E

HALL AVE E

INGERSOLL AVE E

JOHNSON AVE

BUNKER HILL

HOWARD

KRUSE AVE E

LOCKHART AVE

ALABAMA AVE

DATE AVE E

CEDAR AVE E

BIRCH AVE E

ALDER AVE E

MARKET AVE E

COMMERCIAL AVE E

CENTRAL AVE E

ANDERSON AVE E

BAYVIEW DR

NEWPORT AVE

HARRIET ST

FLANAGAN

RAILROAD ST

BROADWAY ST

EASTSIDE

Population

Scale

Revised

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 14,500

Scale — feet

Revised

SHEET ARRANGEMENT

1
2
3
4

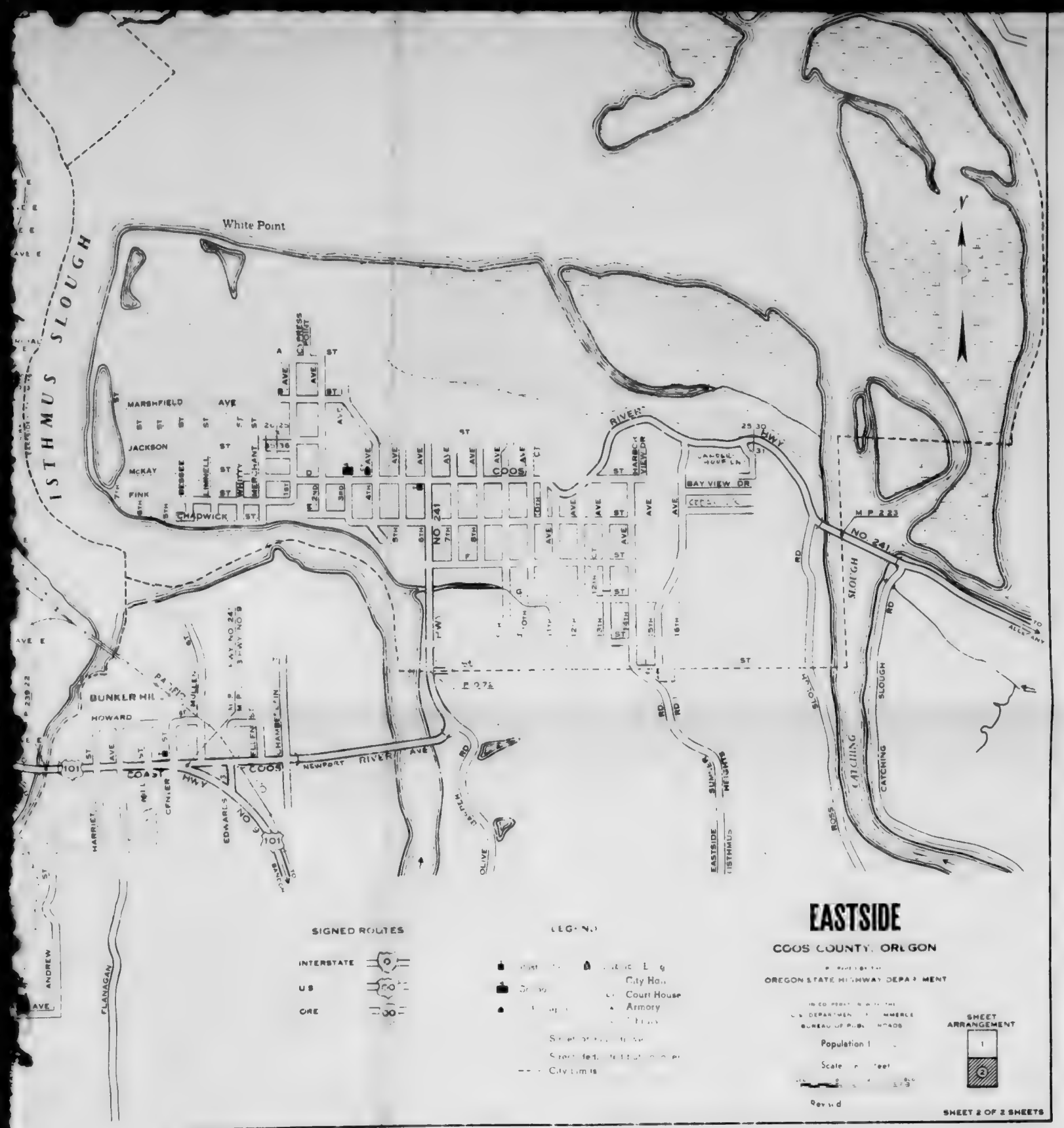
ISTHMUS SLOUGH

ENGLEWOOD

BUNKER HIL

Coalbank

Coalbank



SIGNED ROUTES

INTERSTATE 0

US 00

ORE 00

LEGEND

City Hall

Court House

Armory

City Limits

EASTSIDE

COOS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

Population 1

Scale

Revised

SHEET ARRANGEMENT

1

2

SHEET 2 OF 2 SHEETS

t Serene in Yamhill County With Stormy Petrel in Official Seat

Driving through Yamhill County, its farmland draped over rolling oak-tree country, its small towns looking peaceful, the traveler could forget those gruelling expressions used by urban journalists to describe a fractured society — polarization, political strife, opposition, controversy.

But unlike the traveler, residents here can't forget by driving around their county. The situation here is fractured and the gruelling expressions from armadas of rhetoric around the name of a one-time farmer, Orville Bernards.

McMINNVILLE — The first thing Orville Bernards said when asked recently about his aims as a Yamhill County commissioner was that he wants public involvement.

Involvement he's got.

Its most obvious form — a committee dedicated to having Bernards recalled from office.

Its second most obvious form — a committee dedicated to keeping him from being recalled.

Otherwise, people in this county appear to be talking more about government in louder, angrier voices.

One Side's View

To those who do not agree with him, Bernards is that scheming, blundering representative of the super-conservative minority bent on bringing county government to an abrupt halt.

To those who agree with him he is that rosy-cheeked farm boy now making the stands that should have been made a long time ago.

Bernards does, in fact, have a perpetual blush in the cheeks that helps make his smile convincingly friendly. But when put under pressure by those who disagree with him, the smile can also be condescending.

His friends are friendlier and his enemies angrier than those of the average commissioner mainly because of stands he has taken on four major issues, two of which will be dealt with in this story.

Bridge Pet Peeve

Most controversial is Bernards' continued opposition to a bridge over the Willamette River near Dayton even after voters approved the project.

Next in importance may have been his leadership in having a proposal to purchase 40 acres on the Willamette near Newberg tabled, although the money was budgeted and the county cost would have been only a fraction of the total.

The other two issues involve the attempted firing of outspoken County Planner Michael Blair and Bernards' actions as chairman of the County Board of Equalization.

Bernards' expressed desire for more public involvement crops up when he explains his actions in all four of these issues.

"People are frustrated," he said in an interview with The Statesman, "because of the tendency of government to run over individual citizens."

Just Against Site

As to his stand against the bridge, he said: "I don't oppose

ORVILLE BERNARDS

the bridge. I oppose the location. The location was not given on the ballot. I think if the people had known about the location, they would have opposed it, too."

Bernards is giving speeches here and there trying to gain support for his opposition to a bridge near Lambert Bend, 18 miles north of Salem.

He proposes a site farther south at Wheatland Ferry which is "almost exactly half way between the bridges at Newberg and Salem."

In argument, engineers from Marion County, the State Highway Department and CH2M-Hill engineering, Corvallis, say that route studies dating back to 1966 indicate the Lambert Bend site — not the Wheatland Ferry site — is the center of the area the bridge would serve.

Shorter at Wheatland?

Bernards, in his speeches, contends that a bridge at Wheatland Ferry would have to be only 750 feet long while the bridge at Lambert Bend will be 1,800 feet long. He says that for this and other reasons the Wheatland Ferry site would be less costly.

But the engineers say that a bridge at Wheatland Ferry would have to be considerably longer than 750 feet, that it would require about twice the overflow span and that it would cost more.

Although Bernards, in his official capacity as commissioner, has played no significant role in actions started in January, 1969, to delay construction of the bridge, it is his position as commissioner that makes him the bridge's most obvious opponent.

Park Action His

Killing of the proposed Chehalem Park buy is another matter. Tabling of this proposal is directly attributable to Bernards' influence as a county commissioner.

Under the final arrangement, the county's share of a total $53,000 price on the 40 acres would have been about $13,500. The rest was to have been paid with state and federal money.

Why did he oppose it when it looked like such a good deal?

"There you have again a case," he answered with his ever-present smile, "where the public was left uninformed. Yes, a public hearing was held, but it was not publicized."

General details for purchase of the proposed park property from Joseph Snyder, Newberg, had been made by the previous board of commissioners.

missioners, composed of Majors, Bernards and Jesse Howard, was to make its final decision a public hearing was held at Bernards' request.

It was not required, but Bernards wanted people, especially those in the Newberg area, to hear about and give their views on the proposal.

There was no public notice of the hearing, Majors said, because there was a deadline involved. But an attempt was made by Bernards to spread the word in the Newberg area, he said.

Of the approximately two dozen people who appeared at the hearing, most of them were already directly involved. No one spoke against the purchase.

Another Reason

Although this lack of public notice was the only reason Bernards gave for wanting the park issue tabled when The Statesman questioned him on Sept. 30, he later came up with another one.

In mid-October it was revealed to some Mid-Willamette Valley leaders that a proposal for a $10 million project that would include purchase of seven park sites in Yamhill County had been mailed to the U.S. Bureau of Outdoor Recreation.

Bernards broke this news before the Newberg Area Chamber of Commerce on Oct. 18 saying, "This is one of the reasons we drug our feet heavily on the proposed (Chehalem Park) project."

But Majors and George W. Churchill, director of the Willamette River Parks System, which developed the proposal, told The Statesman that the earliest Bernards could have known of this plan was Tuesday, Oct. 12 — weeks after the Chehalem Park plan had been tabled.

While these actions on the bridge and the park have made Bernards strong friends and enemies throughout the county, actions he has taken against Blair County Clerk Jack Beeler and, through the board of equalization, the county assessor's office, are best known to those people working in the courthouse.

The majority of them are not pleased

Next: Bernards, "the fighter" vs. the assessor's office.)

10-31-71

franchise hearing set

The garbage franchise hearing for the City of Sherwood will be continued at the next city council meeting at 7:30 p.m. Wednesday, Nov. 10.

Representatives of Frank Sanitary Service presented their case. Frank's currently covers the Sherwood area under franchise. The service in question concerns pick-up at the Gleneagle Apartments.

John Schmidt Company representatives did not show up and the hearing was continued until the next meeting which will allow proper notification time.

Sherwood councilmen canvassed the results of the recent water bond vote. Voters passed a $520,000 for construction of a water storage plant and main sewer lines. A total of 233 citizens voted in the Tuesday, Oct. 12, election, with 133 voting yes for the improvements and 99 voting no.

Councilmen okayed a letter to the State Highway Department applying for funds to be used for improvements on Washington Street. The state has street improvement funds available for cities under 5,000 population. Action, also in letter form, was taken to ask owners of the Sherwood Mill at the corner of Park and Railroad Streets to remove all debris from that property.

Acting on a proposal of the planning commission, councilmen decided to apply for the 701 funds to help pay the cost of a comprehensive plan for the city.

In other action bills were paid with the exception of the PGE statement and police car payment. The hiring of city employes under the Federal Emergency Employment Act is being investigated.

Derryck Dittman, city attorney, reported the failure of the Washington County Board of Commissioners to accept the recommendation of their sub-committee that the contract between the Unified Sewer Agency (USA) and the City of Sherwood be signed for the purchase of the sewage treatment plant at $227,849. Stickler is a $67,210 payment due the city from two industries that had agreed to participate in the cost of the existing plant's construction.

Warren Smith, mayor of Sherwood, said the contract will not be signed unless the city receives the $67,210 payment. The board of county commissioners feels the city should not get that sum. Smith mentioned the possibility of court action.

Empire Builder---10-21
Coos Bay

State Plans Three City Traffic Signals

The State Highway Commission is seeking approval of the Federal Highway Administration for traffic signal installations in 3 locations in the City of Coos Bay.

The project involves installatios of traffic signals on Newmark Avenue at Wasson Street, on the Coast Highway (No. Broadway) at Market Avenue and replacement of the traffic signal at Central and 10th Street with the widening of the NE and SW corners of the latter intersection to improve right turn movements on 10th Street.

Maps and related data are available.

Oregon Statesman 10-26
Salem

'Hogwash'

To the Editor:

Taxpayers should pay heed to where our highway tax dollars are going.

A citizen in Portland complained to the state highway department that he couldn't get radio reception when going through the Vista Ridge tunnel. As a result of this, some men from this department worked one full week and installed an antenna at the cost of $8,400. One radio station (KISN) complained that its station wasn't as clear as others, so the men returned to the tunnel and fixed it; also the men plan to return once a week to keep the equipment in order. This I call a lot of hogwash and waste of the taxpayers' money.

My heart really bled for that poor fellow that couldn't get radio reception. He evidently doesn't care about the tax dollars. Another thing —if the highway employes have nothing better to do they should resign and get in another field of work.

Faye Schwartz,
2103 Broadway NE

MEMO TO THE FILES

October 15, 1971

Re: TOPICS Project T-5006(2)
Wasson St., 10th St., & Market Ave.
City of Coos Bay

Jim Butler (Traffic Section) called to say that the pavement on 10th Street will not support loop detections due to its poor condition. He suggested a three-inch overlay for 50 feet each way from the curb lines. Also asked when the field will send in vicinity map and location data to move curb radii.

I called Bobby Johnson's office in Coquille and spoke to his assistant. Was informed that they are short handed right now and will not be able to do this work before December, or possibly January.

Recommended project be rescheduled for February 24, 1972.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
F. B. Crandall
L. H. Young
F. L. Hall
C. T. Keasey

BEN GIFFORD

RECEIVED
OCT 15 1971
PROGRAM & PLANNING
DIVISION

NOTED
L. H. YOUNG

NOTED
R. N. CHASE

RECEIVED
OCT 18 1971
FOR FILE

7101

October 6, 1971

City of Coos Bay
City Hall
Coos Bay, Oregon 97420

Attention: S. E. Herman
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4324

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to construction of Wasson Street, 10th Street and Market Avenue in Coos Bay on the Cape Arago, Empire-Coos Bay and Oregon Coast Highways.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
SEP 28 1971
FOR FILING

MEMO TO FILES

September 23, 1971

Re: TOPICS Project T-5006(2)
Wasson St., 10th St., & Market Ave. (Coos Bay) Section
Cape Arago, Empire-Coos Bay, & Oregon Coast Hwys.

Foot paths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, Subsection 2(c) which states that paths, and trails are not to be established where other available ways or factors indicate an absence of any need for such paths and trails.

This project consists of the installation of traffic control signals at three intersections along with the minor reconstruction of curb radii at one of the intersections to provide improved right-turn traffic flow. There will be no construction, reconstruction, or relocation of streets. All streets involved have curbs and sidewalks.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall
W. J. Hart

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

August 30, 1971

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Re: TOPICS Project T-5006(2)
Wasson Street, 10th Street, and
Market Avenue Section

Dear Mr. Leedom:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on August 24, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: C. T. Keasey

RECEIVED
COUNTY & CITY SECTION
AUG 3 0 1971
ENGR. UE
UPE CE RE RPE

TRANSACTION NUMBER 8-84

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S AUGUST 20,

TITLE: PROGRAM & PLANNING ENG

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 52 THRU ____			
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
52	T-5006(2)	0.0	59,000	37,400	LOCATION: WASSON ST., 10TH ST. AND MARKET AVE. (COOS BAY) — PRELIM. GRADE, PAVEME AND TR

8-24-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

APPROVED
R. D. ASBURY

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-24-71	R. E. SIMPSON, DIVISION EN

8-31-71

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any tion on the part of the Federal Government to provide Federal funds for the undertaking.

CTION NUMBER 8-84

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-24-71

BY (Signature): MR. YOUNG'S AUGUST 20, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

L FUNDS

AP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

NOS. 52 THRU

TH s)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
	59,000	37,400	WASSON ST., 10TH ST. AND MARKET AVE. (COOS BAY)	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT, ILLUMINATION AND TRAFFIC SIGNALS.

ITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN

NOTED
R. D. ASBURY

8-31-71 mw

DED

DATE: 8-24-71

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

d with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligavide Federal funds for the undertaking.

8-31-71 mw

GPO 927-954

RECEIVED
AUG 23 1971
FOR FILING

7701

August 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 52, Project No. T-5006(2), "Wasson St., 10th St. and Market Ave. (Coos Bay) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phases of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

"District Clearinghouse" and "Environmental Statement" requirements were waived by FHWA (Division) memorandum dated July 19, 1971 for this project under the provisions of paragraph 3f(1) and (3) of PPM 21-18.

Public hearings are not required under provisions of paragraph 6c of PPM 20-8.

The signal and illumination work to be accomplished under this project qualifies as safety improvement under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-20-71

FEDERAL-AID PR

(PPM 21-

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (18) (20)	Street intersections in city of Coos Bay 21 68	**ADT**	* (66) (70)	*	91 (71) (72)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH Y
CARD 3	PE, Gr., Dr., Pave, Traf. Signals 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (76)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	TOPICS	
	NAME OF URBAN AREA 17-31 Coos Bay	ROUTE NO. T PS / FEDERAL-AID (2) (246 & 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		St. intersections in city of Coos Bay (Broadway & Market, Central & 10th, Newmark & Wasson) "Wasson St., 10th St. & Market Ave. (Coos Bay) Sec."	0.0	3,000	1,900
5	8-20-71				**ROW**					
5					**CONST** (CODE) Safety			0.0	56,000	35,500
								0.0	59,000	37,400

CARD 7	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33)

*See back for present & future ADT.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		*	*	91	08	Oregon	35	077	52
			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	T-	5006	(2)	(24) (26) 27
					14 23	7 13		

COUNTY NAME: Coos — CODE: 011 (12) (14)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. T PS — FEDERAL-AID: (2) (246 & 263) (32) — STATE: (9) (243 & 240) (36) (37) — U.S.: — (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(58) (59)	(66) (67) (76)				
0.0	3,000	1,900	550	550 (City)	PE all phases; grade, drain, H.T. pave., curbs, illum., and traffic signals.
0.0	56,000	35,500	10,250	10,250 (City)	ROW-60' min.: Access Control-none; Park. Restrictions-none.
0.0	59,000	37,400	10,800	10,800 (City)	

(16) (23) (24) (33) REMARKS

e back for present & future ADT.

Preliminary Engineering:
Field Work $1,000
P.S. & E. Prep. 2,000

-OVER-

USCOMM DUSCOMM-DC 48908-P61

WASSON ST., 10TH ST. & MARKET AVE. (COOS BAY) SECTION
PROJECT NO. T-5006(2)

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Broadway N. & Market Ave. E.	15,700	29,800
2. Central Ave. W. & 10th St.	14,300	27,100
3. Newmark Ave. & Wasson St.	13,400	25,400

Existing Facilities: Each intersection as follows:

1. Broadway (US 101, S.Bd.) & Market (FAS 246): No traffic control signal.
   Broadway N. - North: 36' curb section, one-way (S.Bd.)
   South: 40' curb section, one-way (S.Bd.)
   Market Ave.: 38' curb section.

2. Central (FAS 246) & 10th St.: 2-phase traffic control signal.
   Central Ave. - East: 42.5' curb section.
   West: 44' curb section.
   10th Street: 36' curb section.

3. Newmark (FAS 263) & Wasson St.: No traffic control signal.
   Newmark Ave.: 56' curb section.
   Wasson St.: 56' curb section.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. Broadway (US 101) & Market: Install pretimed 2-phase traffic control signal and necessary illumination. Interconnect signal with existing signal system on Broadway. (Type Code Y031 & Y030)

3. Central (FAS 246) & 10th St.: Replace existing 2-phase traffic control signal with a full traffic and pedestrian-actuated multiple-phase traffic control signal and grade, drain, conc. curbs, conc. walks and H.T. pave. to increase curb radii on NE and SW corners of intersection to improve right-turn traffic movements onto 10th Street. (Type Code Y031 & *6201)

4. Newmark (FAS 263) & Wasson St.: Install semitraffic and pedestrian-actuated traffic control signal. (Type Code Y031)

*It is impossible at this time to estimate the cost of the work required to ease the radius of the two corners at the intersection of Central and 10th St. The cost estimate will be accomplished at P.S. & E., but it will be minor in relation to the total cost of the proposed project.

NOTE:
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Addition

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PPM 21-1

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PPM 21-1

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Data for

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Future

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25,400

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T. pave. to increase
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pedestrian-actuated

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it will be minor in

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the three intersections have experienced a high number of accidents The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially e number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: Tentative FAP Type II System approved by FHWA, May 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 7 Clearinghouse Approval: Requirement waived by FHWA (Division) memorandum of July 19, 1971, under the provisions of paragraph 3f(1) PPM 21-18.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Requirement waived by FHWA (Division) memorandum of July 19, 1971, under the provisions of paragraph 3f(3) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 30% of project is on FA Primary System.
70% of project is on FA Secondary System.

Salem, Oregon
July 29, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

TOPICS Project Programming
Coos Bay, Forest Grove,
McMinnville, North Bend

Attention: Mr. R. N. Chase

Herewith is programming information for four TOPICS projects which were approved by the Highway Commission on June 22, 1971.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
Attachment

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 28, 1971

CITY: Coos Bay SECTION: Wasson St., 10th St., & Market Ave.
Cape Arago, Empire-Coos Bay, & Oregon Coast Highways

PROPOSED WORK: Signals & channelization

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	56,000	33,600	11,200	11,200	
P.E.	3,000	1,800	600	600	
		FIELD 1,000		P.S.& E. Preparation	2,000

EXISTING FACILITIES:

Wasson Street - 56' curb to curb
Newmark Street - 56' curb to curb
10th Street - 36' curb to curb
Central Avenue - 44' curb to curb east, 42.5' curb to curb west
Market Avenue - 38' curb to curb
Broadway - 36' curb to curb north, 40' curb to curb south

PROJECT DATA:

Install semi-traffic and pedestrian actuated traffic control signal and intersection illumination on the Cape Arago Hwy. (Newmark Avenue) at Wasson St.

Replace existing two-phase signal on the Empire-Coos Bay Hwy. (Central Avenue) at 10th Street with a full traffic actuated multiple-phase traffic control signal and increase curb radii on N.E. and S.W. corners of intersection to improve right-turn traffic flow onto 10th Street.

Install a pretimed traffic control signal on the Oregon Coast Hwy. (N. Broadway) at Market Avenue.

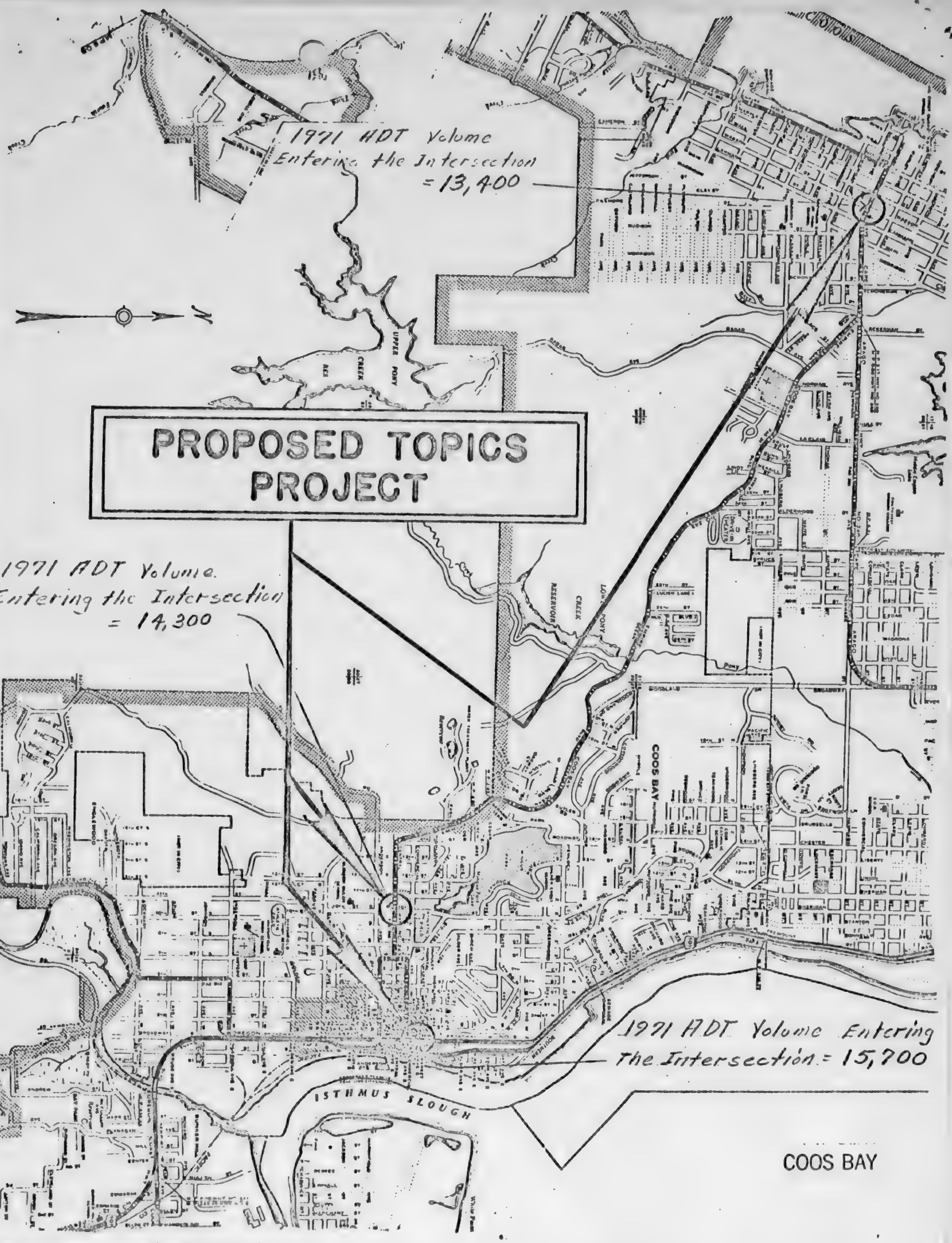
ENVIRONMENTAL STATEMENT: Waived by FHWA July 19, 1971
PROJECT NO.: T-5006( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA May 25, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAS 263, FAS 246, & FAP 2
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 7 CLEARINGHOUSE APPROVAL: Waived by FHWA July 19, 1971
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: See enclosed map

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

PROPOSED TOPICS PROJECT



Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 19, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5006(-)
Wasson Street, 10th Street, and
Market Avenue Section (Coos Bay)
Waiver of Clearinghouse and Environmental
Statement Requirements

Mr. Bladorn's July 9, 1971 letter requested waiver of clearinghouse and environmental statement requirements for the subject project under Section 3f(1) and (3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and it is not of sufficient magnitude to affect the decisions or activities of the clearinghouse agency. Therefore, we approve the waiver of the clearinghouse and environmental statement requirements for this project.

7-28-71

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COUNTY & CITY SECTION
JUL 28 1971
ENGR. COOR. AE UE
UPE CE RE RPE

NOTED
TOM EDWARDS

7-28-71
CC: CHASE
Tebeau
Gifford

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-39

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Wasson Street, 10th Street & Market Ave. Date July 27 , 19 71

Highway Empire - Coos Bay & Oregon Coast Highway Authorization No. 1

County Coos Region 3 Survey Prefix 6-0607
(Assigned by Salem office)

Description of termini, route, length, etc.: Three separate intersections: Wasson Street and Newmark Ave., 10th Street and Central Ave. and N. Broadway and Market Ave. All three intersections are within the City Limits of Coos Bay.

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COUNTY & CITY SECTION
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Purpose of survey: To make cost estimate and prepare plans for signalization of the three above mentioned intersections.

T 5036(x)

Estimate of cost:

Specifications	(921)	150.00
Field Survey	(901)	$1,500.00
Traffic	(911)	1,000.00
Utility	(914)	350.00

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 3,000.00

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Design Construction Engineer

Approved:
Ass't State Highway Engineer

SP 823-10-754

P. E. APPR. 8-2-71
STATE

The World, Coos Bay---------- 6-24

Coos Bay, North Bend Traffic Projects OK'd

Traffic and street projects in Coos Bay and North Bend under the federally-funded TOPICS program (Traffic Operations Program to Increase Capacity and Safety) were approved this week by Oregon State Highway Department, according to word received Wednesday.

Coos Bay allocation was $59,000 to finance installation of new traffic lights at Wasson and [illegible], long sought by the city and Coos Bay School District 9, and Broadway and Market. Improvement of the intersection and a new traffic control signal at 10th and Central is included.

In North Bend, the allocation of $55,000 will cover cost of widening Broadway south from its present four-lane portion to Newmark.

A second phase of the TOPICS project is a traffic analysis of the major traffic routes within the urban Bay Area.

North Bend News, North Bend----------7-1

Topics Allocation

Cities of North Bend and Coos Bay have been allocated $12,000 and $19,000 respectively by the Oregon State Highway Commission out of Federal-aid TOPICS funds for the fiscal year 1972. Total allocation, which is on a per capita basis and has the approval of the League of Oregon Cities, amounted to $1,365,000 distributed to 39 cities of over 5,000 population each in urban areas of the state.

Other Oregon cities in the same bracket were Ashland, $18,000; Bend, $20,000; Grants Pass, $18,000; The Dalles, $15,000; and Pendleton, $19,000.

Federal funds are estimated to represent about 60 percent of the total TOPICS fund, with State and local funds estimated at approximately 20 percent each.

On the same date as the above allocation was made, the Highway Commission granted project requests to North Bend, $55,000 for widening Newmark Street, South City Limits and Broadway Street, and the City of Coos Bay–two projects–Coos Bay Urban Area with an areawide TOPICS plan, $19,750; and Wasson Street, 10th Street, Market Avenue, Cape Arago, Empire and Oregon Coast Highways for signals and channelization, $59,000.

Empire Builder---- 7-1
Coos Bay

TOPICS Funds Allotted Coos Bay & North Bend

Traffic and street projects in Coos Bay and North Bend under the federally funded TOPICS program (Traffic Operations Program to Increase Capacity and Safety) were approved last week by the Oregon State Highway Department.

The Coos Bay allocation was $59,000 to finance installation of new traffic lights at Wasson Street and Newmark Avenue and Broadway and Market Avenue. Improvement of the intersection and a new traffic control signal at 10th and Central Avenue is included.

In North Bend, the allocation of $55,000 will cover cost of widening Broadway Avenue south from its present 4-lane portion to Newmark.

A second phase of the TOPICS project is a traffic analysis of the major traffic routes

Daily Journal of Commerce, Portland-----7-14

COMMUNITIES LISTED

Safety projects OKd

SALEM — The Oregon State Highway Commission has approved 21 new project requests for Federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS) from 16 cities for a total programmed amount of $801,050, with an estimated cost to the State of $160,210.

The following six cities have requested development of areawide Topics plans by consultants: Coos Bay, Forest Grove, Hillsboro, Klamath Falls, Lebanon, and St. Helens.

The other 15 projects involve physical improvements.

Five have two

Following are the cities and programmed amounts. Five cities have two projects each.

Astoria—9th St.-14th St., Marine Drive-Commercial St. Couplet. Signals, $48,000.

Baker—4th St.-Estes Ave., LaGrande-Baker Highway and Baker-Highway. Signals, grading and paving, $78,000.

Bend — Hill St. at Portland Ave. Widening and channelization, $18,000.

Coos Bay—Two projects. First, Coos Bay Urban Area with an Areawide Topics plan, $19,750; second, Wasson St., 10th St., and Market Avenue, Cape Arago Empire-Coos Bay, and Oregon Coast Highways. Signals and channelization, $59,000.

Signals, Widening

Forest Grove — Two projects. First, Areawide Topics plan, $5,300; second, Gales Creek Rd. at "E" St., and Pacific Ave. at "B" St. Signal, widening, channelization, illumination, $44,000

Hillsboro—Two projects. First, Areawide Topics plan, $8,900; second, Tualatin Valley Hwy. at S.E. Minter Bridge Rd. Traffic signals, railroad gates, channelization, and illumination, $60,000.

Klamath Falls—Two projects. First, Areawide Topics plan, $14,000; second, Shasta Way, Main St., and Oregon Ave. Washburn Way, Klamath Falls-Malin Hwy. and Upham St. Signals, widening, channelization and illumination, $68,000.

Area plan

LaGrande—Oak St.-Willow St., LaGrande-Baker Hwy. Signals, grading, paving and signs, $45,000; Lebanon — An Areawide Topics plan for the urban area, $8,500; McMinnville—2nd St.-3rd St., Adams St.-Baker St. Couplet. Signals, $38,000; North Bend — Newmark St.-South City Limits, Broadway St. Widening, $55,000; Ontario—S.W. 3rd Ave.-S.W. 5th Ave., S.W. 9th St. and S.W. Park Blvd. Signals, grading and paving, $42,000.

Oregon City—Cascade Hwy. at Pearl St. and at Warner-Milne Rd. Signals, $50,000; Pendleton — S.W. Frazer Ave.-S.W. Goodwin Ave. S. Maine St. Railroad gates, $39,000.

St. Helens — Two projects. First, St. Helens Areawide Topics plan, $1,000; second, Columbia Blvd at 18th St. and St. Helens St. Signal, channelization, and signs, $38,000

The Dalles 4th St. at Union and Washington Streets, and Kelly St. at E. 10th St.-E. 12th St. Signals and widening, $60,000.

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OREGON STATE HIGHWAY DIVISION

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HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5006( )
Wasson Street, 10th Street, and
Market Avenue Section
City of Coos Bay

Dear Mr. Simpson:

Waiver of clearinghouse and environmental statement requirements for the subject project is requested as provided for by Section 3f(1) and (3) of PPM 21-18 dated May 13, 1971.

This project involves the installation of traffic signals on the Cape Arago Highway (Newmark Street) at Wasson Street and on the Oregon Coast Highway (N. Broadway) at Market Avenue; replacement of the traffic signal on the Empire-Coos Bay Highway (Central Avenue) at 10th Street; and the widening of the N.E. and S.W. corners of the latter intersection to improve right-turn movements onto 10th Street.

There will be no change in access or parking and there will be no trees involved in the widening. All work will be accomplished within the existing right-of-way.

The project is not of significant magnitude to affect the decisions or activities of the clearinghouse agency and will not result in alteration of land use or traffic flow patterns. Due to the limited nature of the project, its social, economic and environmental impact on the area will be negligible.

Very truly yours,

R. L. Porter
State Highway Engineer

By [signature]

for H. S. Cox
County and City Engineer

RB:lat
cc: R. L. Porter
F. B. Klaboe
L. H. Young

Form E-123

CITY OF COOS BAY
Proposed TOPICS Project

Wasson Street, 10th Street, and Market Avenue (Coos Bay) Section, Cape Arago (FAS 263), Empire-Coos Bay (FAS 246), and Oregon Coast (FAP 2) Highways. Signals and chanelization, $59,000.

Install semi-traffic and pedestrian actuated traffic control signal on the Cape Arago Hwy. (Newmark Avenue) at Wasson Street.

Replace existing two-phase signal on the Empire-Coos Bay Hwy. (Central Avenue) at 10th Street with a full traffic actuated multiple-phase traffic control signal and increase curb radii on N.E. and S.W. corners of intersection to improve right-turn traffic flow onto 10th Street.

Install a pretimed traffic control signal on the Oregon Coast Hwy. (N. Broadway) at Market Avenue.

A public hearing will not be required.

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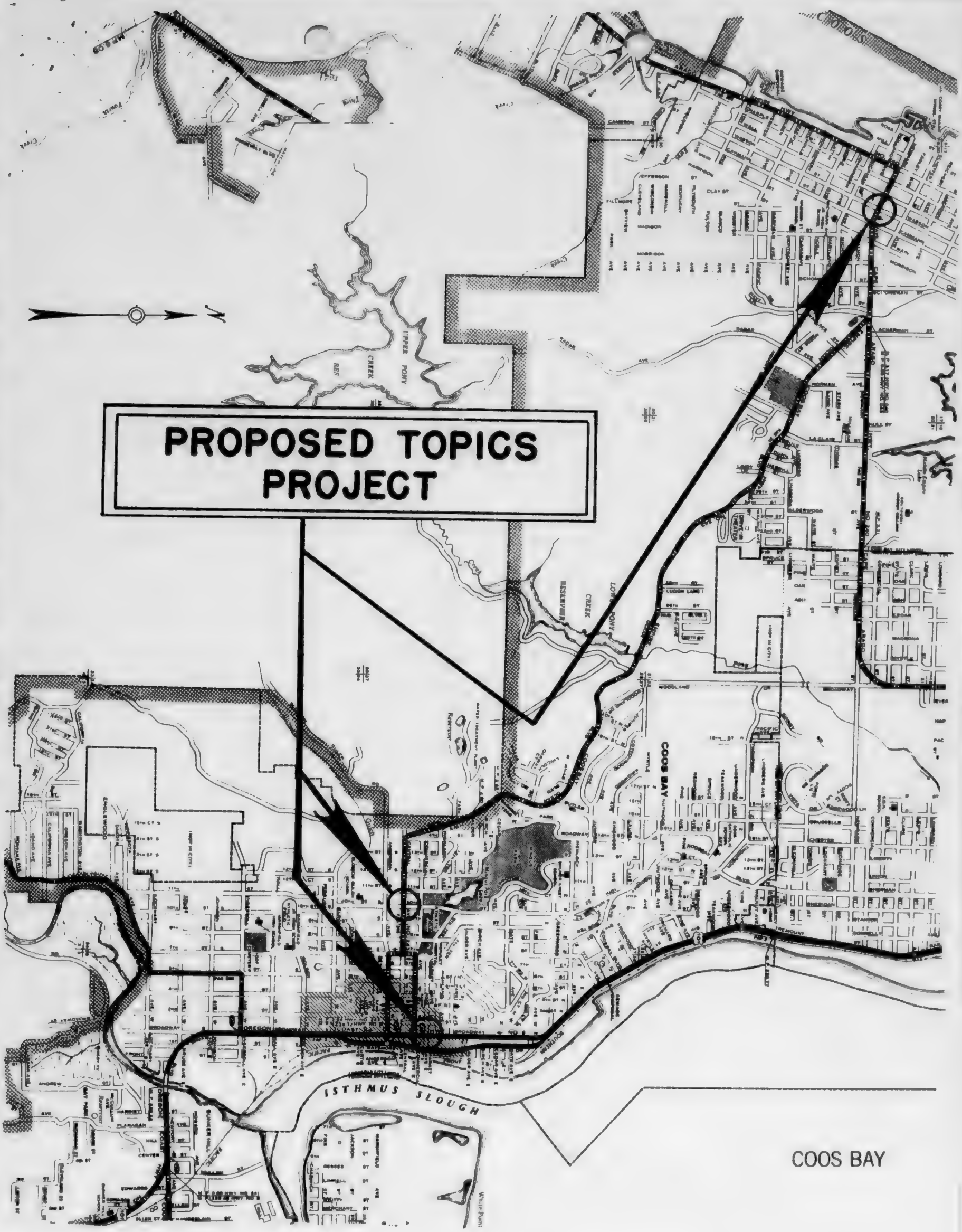
PROPOSED TOPICS PROJECT



ENGR. GOOR. DE RE UE
UPE CE RE RPE

June 14, 1971

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

Dear Mr. Leedom:

The request submitted by the City of Coos Bay for a TOPICS project on Wasson Street, 10th Street, and Market Avenue will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $59,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1971

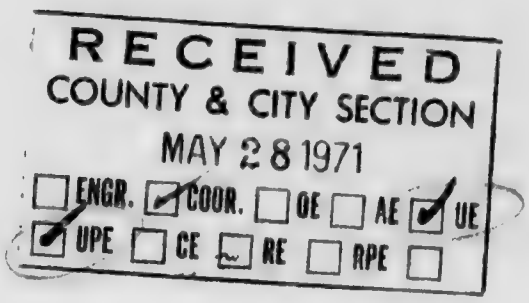
SUBJECT:

To: H. S. Cox
County & City Engineer

TOPICS Project Request
City of Coos Bay

B U I L D I N G

Attention: Dick Unrein



Returned herewith is the City of Coos Bay's request for a TOPICS Project involving traffic signals at three intersections.

The report accompanying the request does very well in documenting the justification for the three installations. The basic plans and control types are in order with the exception that it will be necessary to make certain revisions in the proposed striping for the intersection of Central Avenue and Tenth Street.

The estimated costs for the traffic signal portion of this project are as follows:

Intersection	Estimated Cost
Broadway and Market	$18,000.00
Central and Tenth	18,500.00
Newmark and Wasson	18,000.00
	$54,500.00

1,500.00 widening @ 10th & Central
$56000.00
3000.00 P.E. 5.3%
$59,000 TOTAL

L. E. George
Operations Engineer

VPJ:pb

6-1-71
OK with Paul Riddle

BP*82478-734

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 20, 1971

Name of City Coos Bay

Major Street Name Broadway, Central Avenue, Newmark Avenue

Section Name

Location of Project (Attach sketch map) Length Three Individual Intersections

On Which System? Primary I X Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: See Section VII - 1 ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain All three streets are on State Highway System

General description of proposed project: Install pretimed, interconnected signal at N. Broadway and Market Avenue. Replace signal at Central Avenue and Tenth Street with full actuated signal and widen 10th Street to provide turn lanes. Install semi-actuated signal at Newmark Avenue and Wasson Street.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: See attached location map.

2. Type: a. Traffic Control
   1. Pretimed X (N. Broadway & Market)
   2. Traffic-actuated
      (a.) Full traffic-actuated X (Central & 10th)
      (b.) Semi-traffic-actuated X (Newmark & Wasson)
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated X (Central & 10th; Newmark & Wasson)

   b. Flashing Beacon _____

Footnotes:

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COUNTY & CITY SECTION
MAY 24 1971
☐ ENGR. ☐ ☐ ☐ ☐ ☐
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f Other _____

3. Number of Phases:
   a. Two __X__
   b. Three _____
   c. Multiple __X (Central & 10th)__

4. Is interconnection for coordination necessary? __Yes__ Remarks: Broadway & Market, only. Necessary to retain platooning on Broadway.

   If so, by cable or leased telephone line? Cable

5. Type of Suspension:
   a. Mast Arm __X (Broadway & Market)__
   b. Span Wire __X (Other two)__
   c. Signal Bridge _____

6. Paint Color Desired: Rodda Bottle Green

7. Present Signalization: Existing signal at Central & 10th only.

8. Other Remarks: _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: N. Broadway & Market, only.

2. Type: a. Mercury Vapor __X__
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II __X__
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

Illumination at N.E. corner of Broadway and Market to conform to ultimate lighting plan on Broadway.

4. Luminaire Wattage:

a. 175		d. 700	
b. 250		e. 1000	X
c. 400			

5. Luminaire Spacing: As shown

6. Maintained Intensity: $2\frac{1}{2}$ - $3\frac{1}{2}$ foot candles (ultimate system)

7. Uniformity Ratio: 3.2:1

8. Proposed Mounting Height:

a. 30 ft.	X	c. 45 ft.	
b. 40 ft.		d. 50 ft.	

9. Pole Type:

a. Wood	
b. Steel	X
c. Aluminum	

10. Operating Voltage:

a. 120	X	c. 480	
b. 240		d. Series	

11. Type of Wiring:

a. Overhead	
b. Underground	X

12. Present Illumination: _____

Footnotes:

55,000 Lumen M.V. luminaire to conform to established design of street light system on Broadway

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Central & Tenth

2. Desired Work: Increase radius of curb at N.E. and S.W. corner of Intersection to 35 foot.

3. Typical Cross Section:

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Concrete C & G.
   b. Exposure 6 inches
   c. Width between curbs _____ ft.
   d. Desired curb radius 35 ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: A. C. Surfacing

7. Traffic Control Signing:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width 6 ft.
   c. Type P.C.C.
   d. Location: 450 square feet total at N.E. & S.W. corners

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60-80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 86,000 (70 & 71 Funds)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 43,000
3. Date Match Money is Available: July 1, 1971
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: The selection of a consultant has been made. Proposals have been received by the cities of Coos Bay and North Bend and submitted to the Oregon State Highway Division. Completion of the areawide TOPICS plan is estimated to be July 1972.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
See attached report.

3. This Project Would Accomplish the Following:
See attached report.

This application is not complete unless a sketch map showing the location of the project is attached.

The Coos Bay City Council on the 17th day of May, 19 71, adopted Resolution No. 71-31 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By Robert G. Jackson, City Manager

By _____

T-1-69
(rev. 12-70)

TOPICS PROJECT REPORT

A. BROADWAY AND MARKET AVENUE

B. CENTRAL AVENUE AND TENTH STREET

C. NEWMARK AVENUE AND WASSON STREET

MAY 1971

PUBLIC WORKS DEPARTMENT

CITY OF COOS BAY, OREGON

RECEIVED

Project Description

A. North Broadway at Intersection with Market Avenue:

Project consists of the installation of a new, pretimed traffic signal control, utilizing mast-arm mounted signals and underground wiring. A 50,000 lumen mercury vapor light is included to improve illumination at the intersection and to conform to new lighting designed and partially installed along Broadway. The estimated cost of the improvement at this intersection is $12,000.

B. West Central Avenue at Intersection with Tenth Street:

Project consists of the modification and upgrading of the existing traffic control to provide full-actuated control with separate left turn phases for North to West and South to East movements and to provide separate signal display. Included also is the reconstruction at the northeast and southwest corners of the curb radii to a 35 foot radius, the reconstruction of sidewalk at the same corners and the moving of two of the existing traffic signal poles. Left turn lanes will be provided on Tenth Street. The existing poles, vehicular and pedestrian signals are to be retained and utilized. The estimated cost of the improvement at this intersection is $16,000.

C. Newmark Avenue at Intersection with Wasson Street:

Project consists of a new, semi-actuated traffic signal control utilizing mast-arm mounted signals and underground wiring. The estimated cost of the improvement at this intersection is $15,000.

Conditions Requiring Project

A. Broadway and Market Intersection:

Broadway is a one-way street, southbound and with Bayshore Drive provides a one-way couplet link in the Oregon Coast Highway, S.R. 9 (U.S. 101), and thus is a part of the Federal Aid Primary Type I system (FAP - 2) under jurisdiction of the Oregon Highway Division. Market Avenue is within the area designated as the Central Business District of Coos Bay; it has been designated as a tentative Primary, Type II street; it is under the jurisdiction of the City of Coos Bay; and it provides for two-way traffic movements. Market Avenue is the first street North of the Central Avenue Shopping Mall which provides for eastbound traffic movements and access to the North and South along Broadway and Bayshore Drive. The closing of Central Avenue to vehicles, together with the designation of Commercial Avenue as a one-way, westbound street has caused a considerable increase in the use of Market Avenue, particularly for eastbound traffic movements. The nearest street to the north which is open between Broadway and Bayshore is Alder Avenue, three blocks north of Market Avenue. Considerable delays in crossing Broadway on Market Avenue are frequently encountered.

B. Central Avenue and Tenth Street Intersection:

Central Avenue is a two-way street which is included on the State Secondary Highway System (S.R. 243, F.A.S. 246) providing access from the Oregon Coast Highway through Central Coos Bay to a junction with the Cape Arago Highway. Tenth Street has been designated as a Tentative Primary, Type II street and is under the jurisdiction of the City of Coos Bay. The intersection is presently controlled by pre-timed traffic signals which are interconnected to the highway and business area signals. Tenth Street to the South is a route to a primary school, a junior high school, and a high school. To the North it is a major access route to a major residential area and connects with the City of North Bend, Left turn movements off Tenth Street onto Central Avenue cause frequent delays, particularly before and after school hours and school events.

C. Newmark Avenue and Wasson Street Intersection:

Newmark Avenue is a two-way street which is included on the State Secondary Highway System (S.R. 240, F.A.S. 263) providing a route from the Oregon Coast Highway, from Central Coos Bay and from Central North Bend to the major commercial, industrial and recreational facilities along Coos Bay and the Pacific Ocean. It also serves as the major business access street in the Empire District of the City of Coos Bay. Wasson Street is designated as a Tentative Primary, Type II street connecting the Empire District to Northwest Coos Bay and West North Bend areas. A U.S. Post Office is located on the north side of Newmark near the Wasson intersection. A large grocery store is to be constructed on the east side of Wasson Street in the first block North of Newmark. Two schools are located near Wasson and within a few blocks South of Newmark and a school district bus storage and repair facility is on Wasson two blocks North of Newmark. Left turn (South to East) vehicular movements are spread among four streets, including Wasson Street, Cammann Street, Wall Street, and Marple Street. Newmark Avenue traffic makes these movements hazardous and cause delays. The School District 9 bus facility is the central storage area for the district's buses, most of which must make the south to east left turn twice daily. The school district serves Coos Bay, Eastside, the Coos River Area and the rural area more than half-way to Coquille, as well as the Charleston Area. Pedestrian crossings of Newmark by school children were believed to be so hazardous that the school district now busses all students from North of Newmark to school.

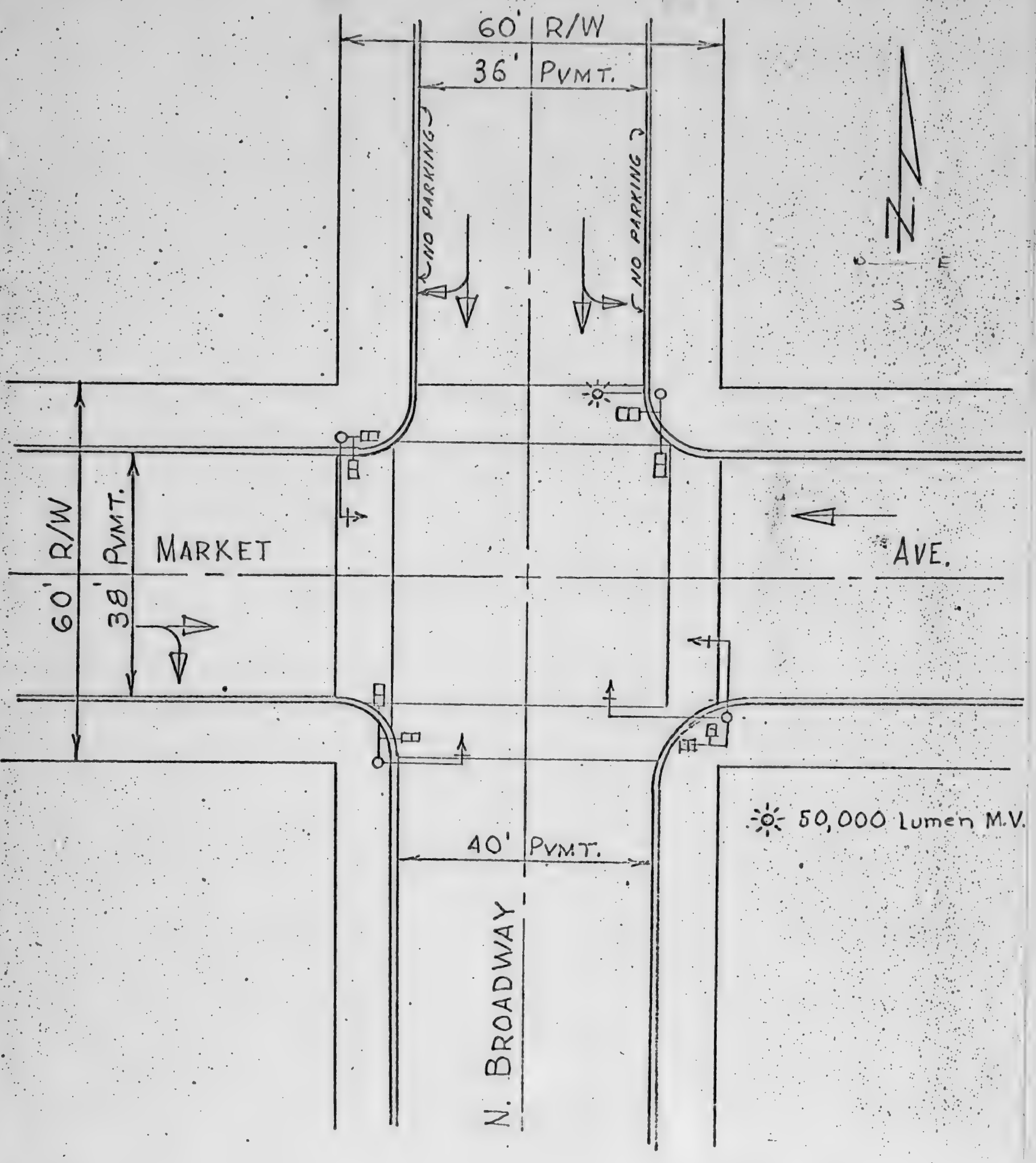
Proposed Project Accomplishments

It is anticipated that increased capacity and safety will result from the accomplishment of the improvement of these intersections. Accidents involving vehicles entering or crossing all three intersections are expected to decrease as well as the delay time for these vehicles. Increased illumination at the Broadway and Market intersection should have a favorable effect on nighttime traffic safety. Pedestrian crossings at all three intersections will be safer. After the installation of the traffic signal at Newmark and Wasson, the use of this controlled intersection by drivers, rather than the

three remaining uncontrolled intersections for left turns is expected to show a substantial increase.

Attachments

Intersection drawings showing the proposed improvement, together with warrants for the signals, traffic counts and other available data are attached.



PROPOSED SIGNAL INSTALLATION - N. BROADWAY & MARKET

MAY 1971

TRAFFIC SIGNAL WARRANTS

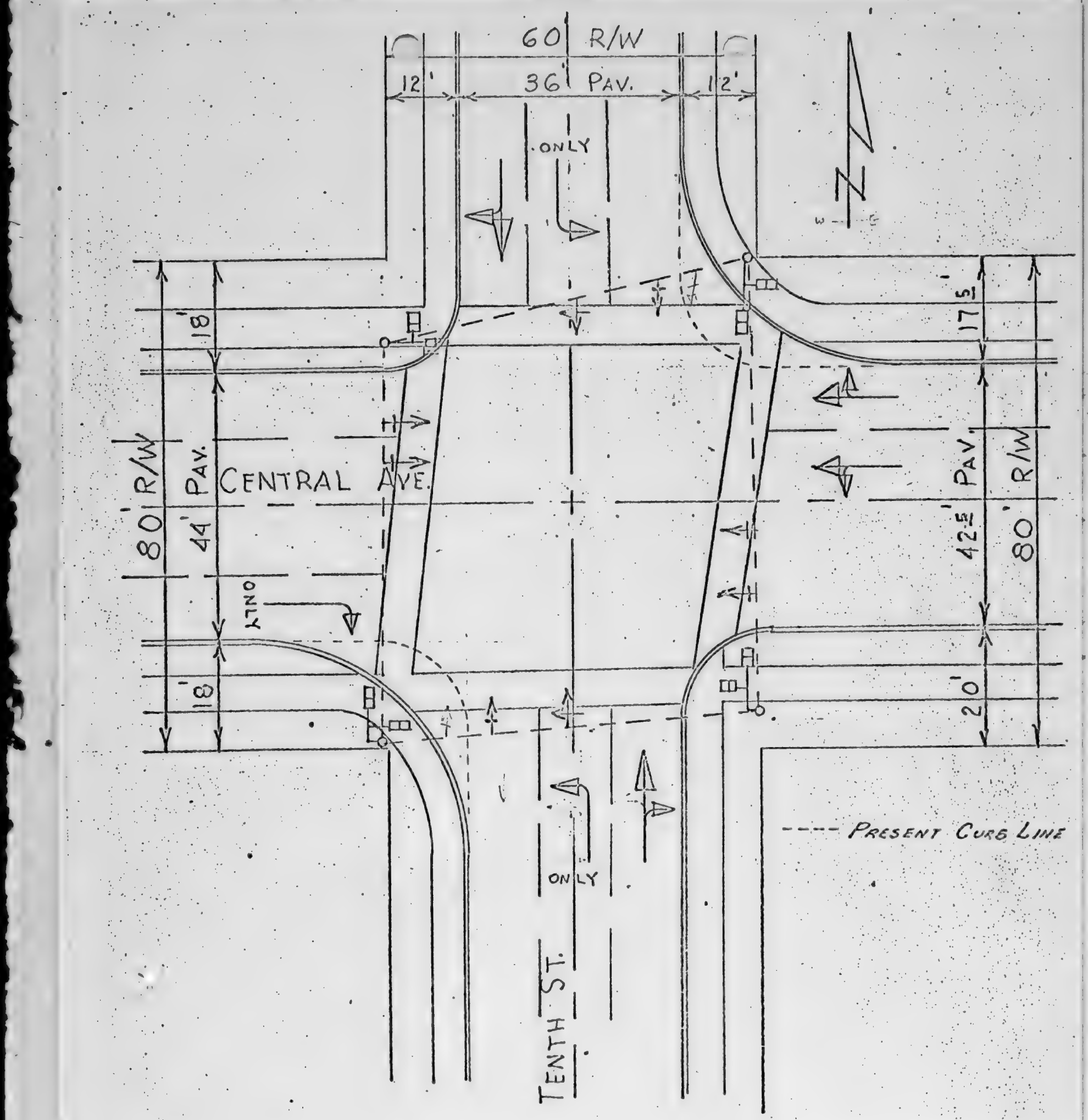
For Intersection of

Broadway & Market

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	975
(b) Vehicles per hour on higher-volume minor street approach	150	120
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	900	975
(b) Vehicles per hour on higher-volume minor street approach	75	120
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	975
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	20
4. Progressive Movement	N.A.	N.A.
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	3

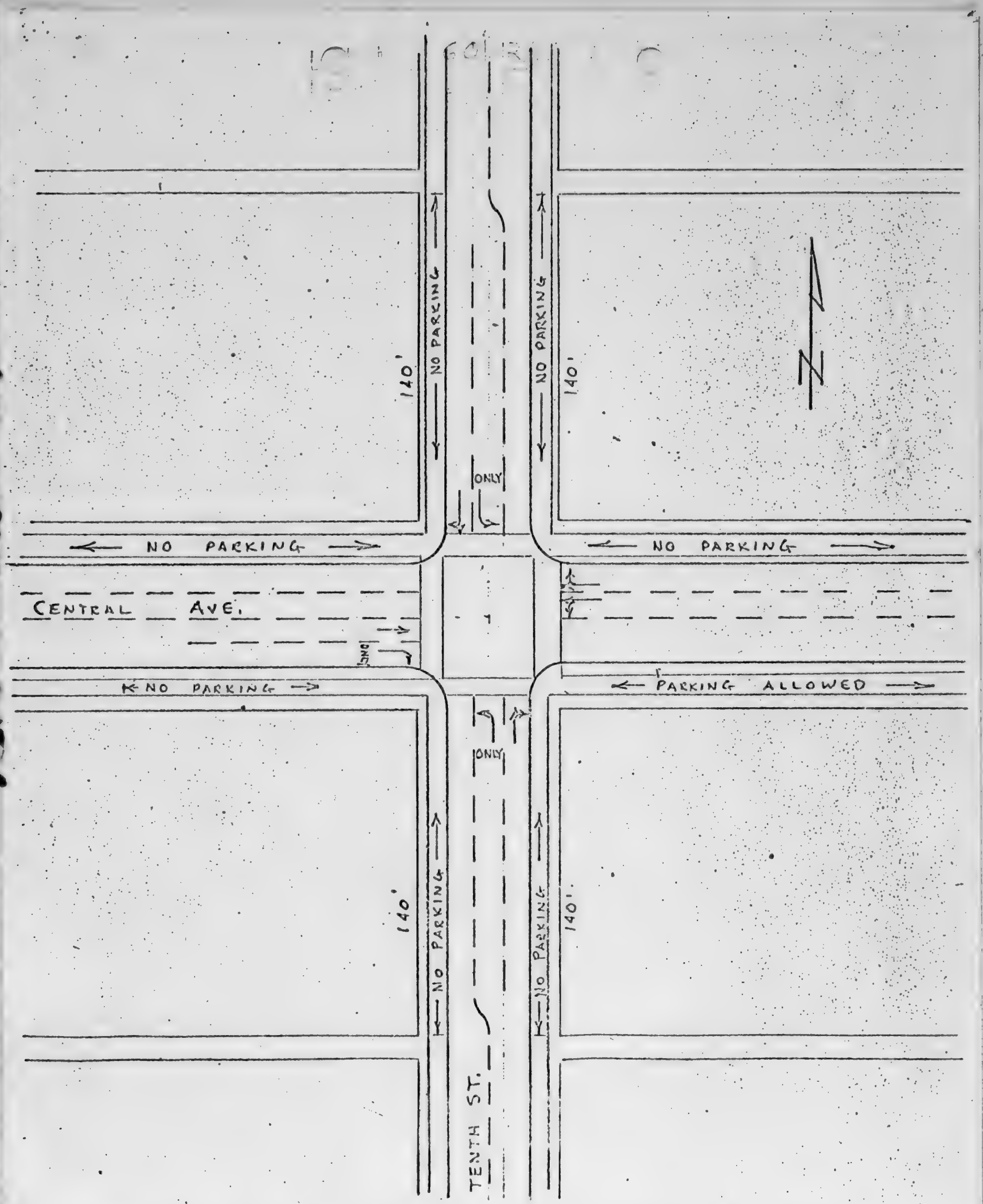
Remarks: This signal to be interconnected for progressive coordination with other existing signals along Broadway. Counts based upon August 1970 wee' day traffic count.

* Observed Conditions: Average volumes for eight highest-volume hours

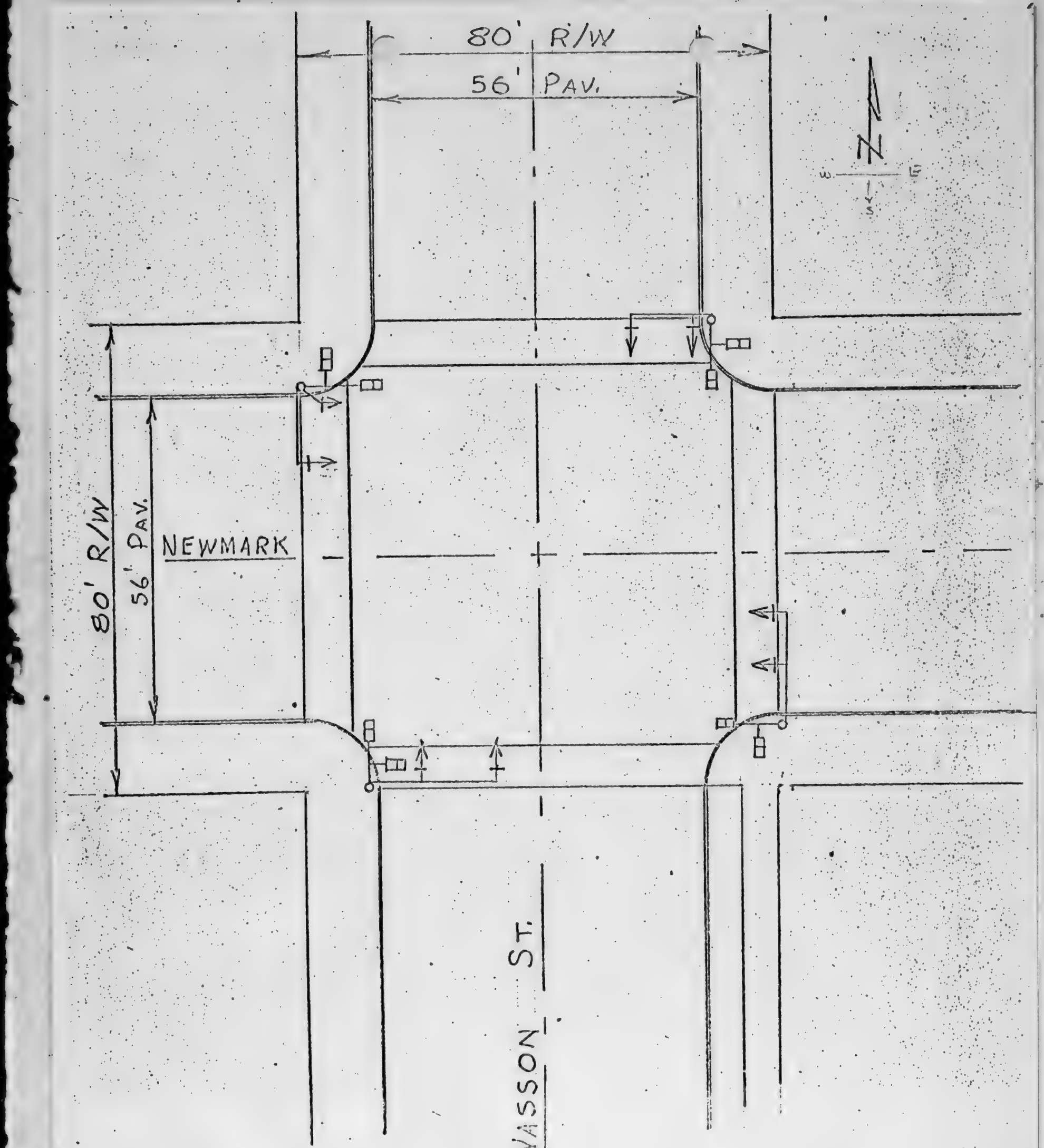


PROPOSED SIGNAL MODIFICATION - CENTRAL & TENTH

MAY 1971



PROPOSED LANE & CURB MARKINGS - CENTRAL & TENTH



PROPOSED SIGNAL INSTALLATION - NEWMARK & WASSON

TRAFFIC SIGNAL WARRANTS

For Intersection of

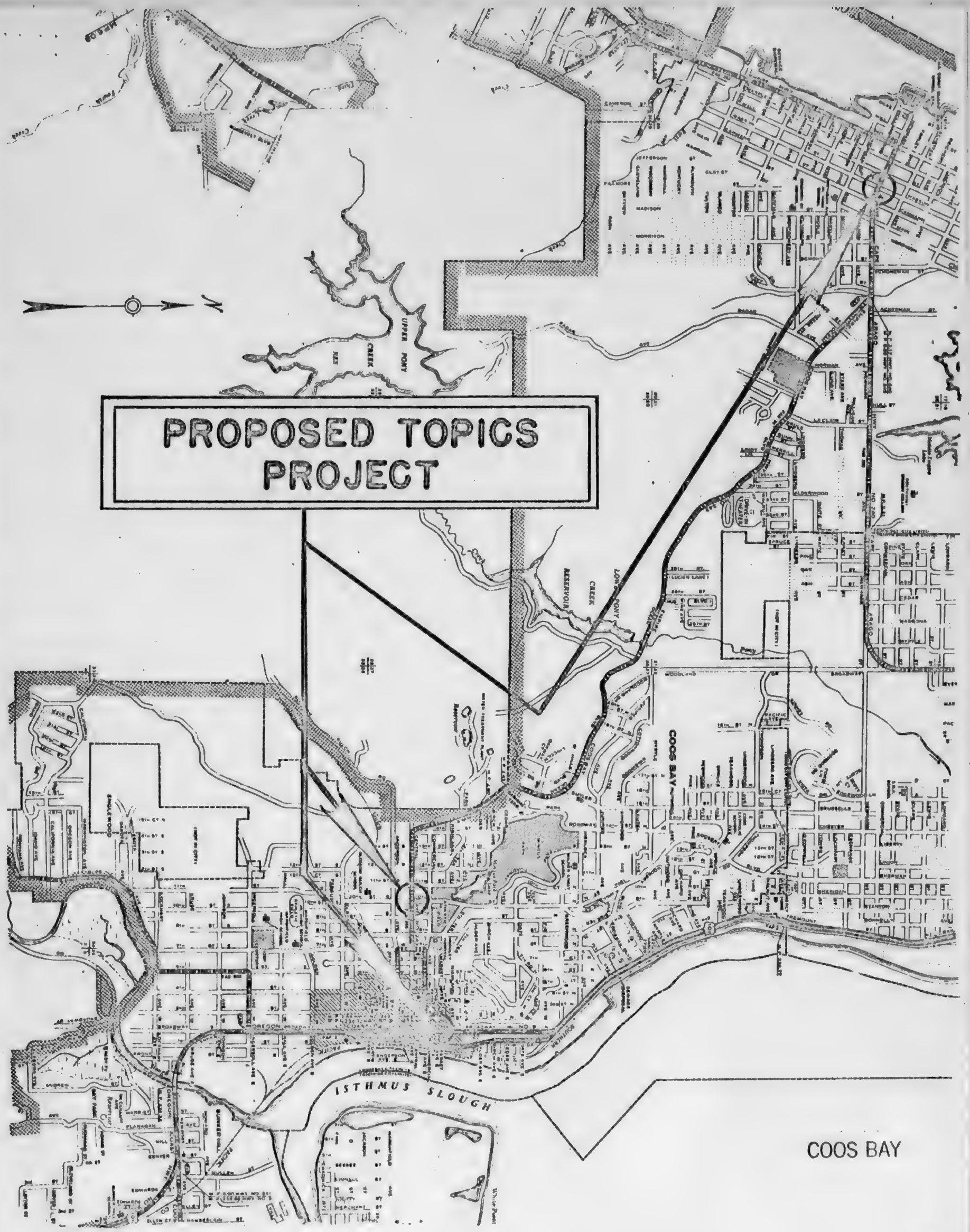
Newmark & Wasson

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	500	850
(b) Vehicles per hour on higher-volume minor street approach	150	50
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	750	850
(b) Vehicles per hour on higher-volume minor street approach	75	50
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	850
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	15
4. Progressive Movement	N.A.	N.A.
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	3

Remarks: The major street traffic substantially exceeds Min. Veh. Vol. and Int. of Cont. Tr. Warrants during the average weekday conditions. Weekend traffic generated by fishing and recreational facilities has been observed to be heavier than average weekday conditions. The above volumes represent a weekday count taken August 1970. Signal proposed is a semi-actuated control.

* Observed Conditions: Average volumes for eight highest-volume hours

PROPOSED TOPICS PROJECT



TO PS
Coos Bay

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 9, 1970

Mr. Hal Leedom
City Manager
City of Coos Bay
Coos Bay, Oregon 97420

Dear Mr. Leedom:

In response to your verbal request, we have made a traffic signal investigation at the intersection of Broadway and Market Streets in the city of Coos Bay.

Investigation discloses that the installation of traffic signals at this intersection is warranted. This would be a standard two-phase, pretimed traffic signal interconnected with the existing system. The estimated cost would be approximately $14,000.

MUST AWAIT Publication of NEW URBAN MAP

It is suggested that you submit this project as a TOPICS project as soon as your tentative Type II TOPICS system is approved.

Very truly yours,

R. L. Porter
State Highway Engineer

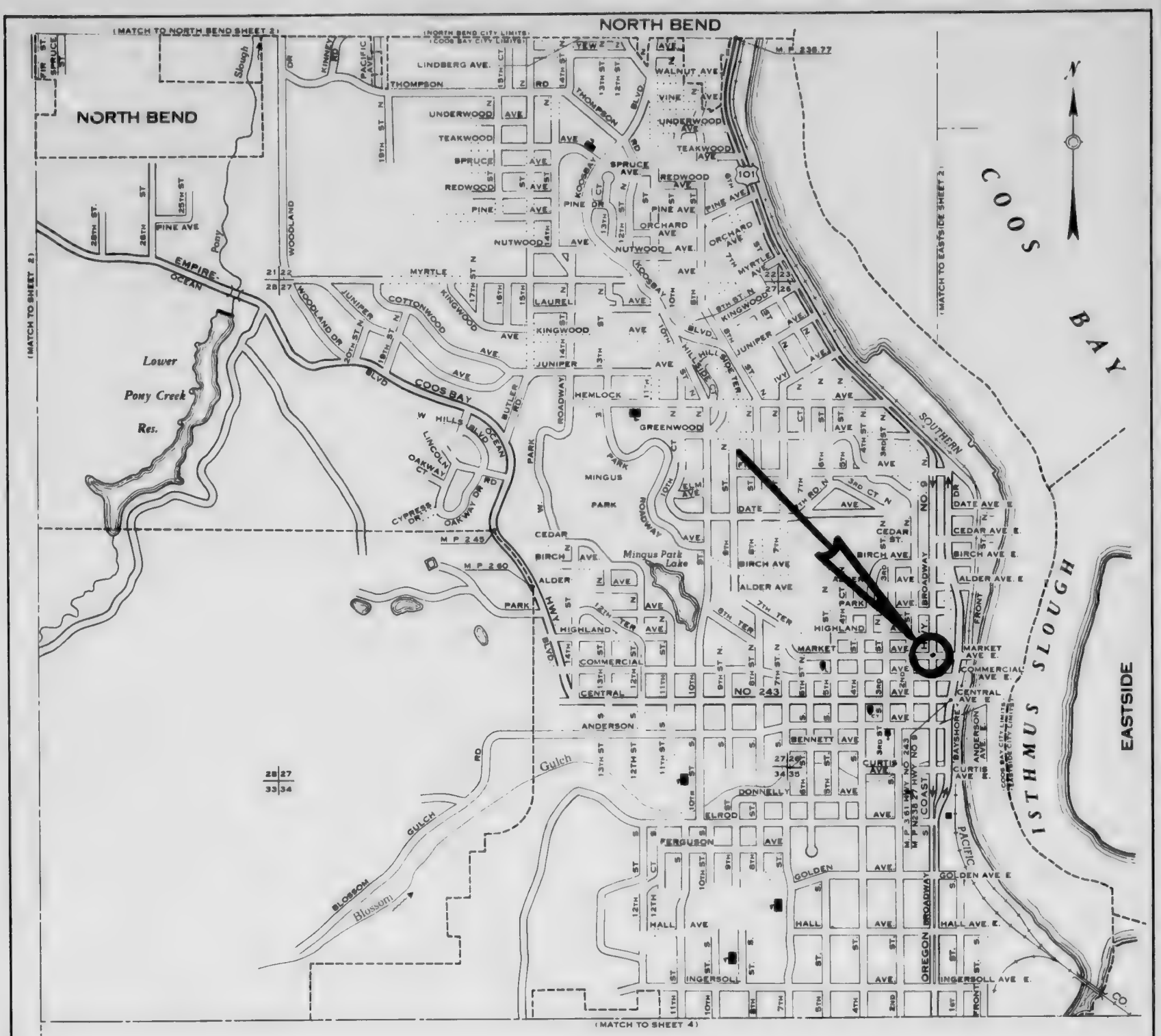
By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
SEP - 9 1970
ENGR. COOR. UE AE UE
UPE CE RE RPE

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
Richard Unrein
C. T. Keasey

VPJ:njc srb



SIGNED ROUTES

INTERSTATE 5

U.S. 00

ORE 00

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits

COOS BAY

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 13,469

Scale in Feet

400 0 400 800

Revised April 1965

SHEET ARRANGEMENT

1 2 3 4

SHEET 3 OF 4 SHEETS

EHS-I-5015(3) Washburn Way at Shasta Way 1972
& Kla. Falls-Malin Hwy. at Main St.
#7702 (Kla. Falls) (Traf. signals)

C&A 4418 1-24-72

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601
Attention of John O. Halvorsen, Manager

Request No. (assigned by staff engineer or head of section) CC 1486
Date June 6, 1975
Payer's Order No. (if any)
Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T-5015 (2) and EHS-T-5015 (3)
Washburn Way at Shasta Way and Klamath Falls--Malin Highway at Main Street
City of Klamath Falls
Covered by agreement dated 1/24/72
Contract No. 7702

Itemized Statement: CLR-DT File N. 501503 Advance Deposit $11,800.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$11,800.00	
		Amount previously transferred	6,800.00	
				$5,000.00
		City's share per attached sheet	$11,103.24	
		Amount previously transferred	6,800.00	
				$4,303.24
		REFUND DUE CITY		$696.76

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $11,800.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $6,800.00

Give the number of the last previous request in connection with this same service. CC 1324

Credit distribution:
18-0601-299 $653.39
18-0603-299 $3,649.85

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE ☐ UTE ☐ CE ☐ ☐ ☐ ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 6, 1975

CITY Klamath Falls **Contract No.** 7702 **Date Completed** 11/2/72
EHS-T-5015 (3)

PROJECT # T-5015 (2) **Section** Washburn Way at Shasta Way & Klamath Falls--Malin Hwy. @ Main Street

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$49,917.29
Construction Engineering	5,899.06
Preliminary Engineering	3,594.54
TOTAL PROJECT COST	$59,410.89
Federal Aid Funds Collected:	
Preliminary Engineering	$ 2,287.75
Construction	34,916.65
Amount to be shared by State & City	$22,206.49
City share per agreement dated 1/24/72:	
50% of $22,206.49	$11,103.24
City's advance deposit 3/9/72	11,800.00
BALANCE TO BE REFUNDED TO CITY	$696.76

Reference: **Billing Form** CC 1486

(MEMORANDUM)

Final Voubher

U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION

D.O.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capital Building, Salem, Or 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

T-5015(2) K-FALLS

VOUCHER PERIOD: FROM 8-16-71 TO 6-24-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,534.54	$3,534.26	63.65%	$2,287.75	$2,286.00	$1.75	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$1.75

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Shasta & Washburn, Main & Alameda, Upham & Oregon					
	Street Intersections in City of Klamath Falls					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering (Traffic Signals, Widening & Channelization					
	Preliminary Engineering	All Required			$3,594.26	
	Total Preliminary Engineering Cost				3,594.26	
	Total Participating Cost				$3,594.26	
	Nonparticipating Items					
	Preliminary Engineering	All Required			$ 0.28	
	Total Nonparticipating Cost				$ 0.28	
	Total Cost				$3,594.54	

ADDRESS

THE UNITED STATES, DR.

OPRIATION

OR WORK PEP

KAL AID AND FE

AMOUNT CARRIED FORWARD.....

GPO 914-021

Final Voucher

(MEMORANDUM)

APPROVED BY
TROLLER GENERAL.
MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: EHS-T-5015(3)

VOUCHER PERIOD: FROM 12-8-71 TO 2-16-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$ 55,816.35	$ 54,909.02	63.59%	$ 34,916.65	$ 34,916.65	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon
$ 0.00

V.E. Skoog, Fiscal Officer OREDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WASHBURN WAY AT SHASTA WAY SECTION					
	KLAMATH COUNTY					
	Construction					
	Type Code Y031					
	Traffic Siganal (City Streets) Contr. 7702					
	Final Contract Payment Summary	Lump	Sum		$ 49,917.29	
	Total Construction Cost				$ 49,917.29	
	Construction Engineering					
	State	All Required			$ 4,991.73	
	Total Participating Cost				$ 54,909.02	
	Nonparticipating Items					
	Construction Engineering	All required			$ 907.33	
	Total Nonparticipating Cost				$ 907.33	
	Total Cost				$ 55,816.35	

AMOUNT CARRIED FORWARD.....

GPO 914-021

...PROVED ...TROLLER ... ...S. MAY 12, 19... (6-71)

DESCRIPTION OF JOB OR DEPARTMENT								CURRENT MONTH	FISCAL YEAR TO D

ENT	PREFIX	FUNCTION	OB		CURRENT MONTH	YEAR TO DATE	FISCAL TO DATE
018	0602	906	00	N 9			9,[illegible]
018	0602	907	00	P 1			14,[illegible]
018	0602	910	00	P 1			1[illegible]
018	0602	910	00	N 1			[illegible]
018	0602	916	00	P 1			12[illegible]
		TOT	P1				14,2[illegible]
		TOT	N1				[illegible]
		** JOB TOTALS **			**	**	14,267.31

F CONT NO 7702	FR PROJ NOS T	5102003 100				
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018	0603	907	00	N 9		[illegible]
018	0603	908	00	N 9		[illegible]
018	0603	909	00	P 1		[illegible]
018	0603	910	00	N 1		[illegible]
		TOT	P1			54,[illegible]
		TOT	N1			[illegible]
		** JOB TOTALS **			**	** 55,816.33

CONT NO		FR PROJ NOS T	5102005 100					
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018	0604	910	00	P 1	[illegible]	[illegible]		[illegible]
018	0604	910	00	P 1	.80	813.[illegible]		3,[illegible]
018	0604	910	00	N 1				[illegible]
018	0604	911	00	N 1				1.41
018	0604	914	00	P 1		[illegible]		[illegible].79
018	0604	914	00	N 1				.41
018	0604	916	00	P 1				1,12[illegible].91
018	0604	918	00	N 1				1[illegible]
018	0604	920	00	P 1		-3.95		[illegible]
018	0604	921	00	P 1	1.55	421.11		821.[illegible]
018	0604	923	00	P 1				279.[illegible]
018	0604	923	00	N 1				[illegible]
018	0604	926	00	N 1				201.[illegible]
018	0604	940	00	P 1				1[illegible]
018	0604	970	00	P 1				116.[illegible]
018	0604	970	00	N 1				1,477.[illegible]
		TOT	P1		2.[illegible]	7,990.49		13,[illegible].15
		TOT	N1					[illegible].57
		** JOB TOTALS **			2.[illegible] **	7,990.49	**	13,351.72

CONT NO 8125	FR PROJ NOS T-N	5102005 73				
018	0605	301	00	P 1	[illegible]	[illegible]

		017	[illegible]	[illegible]	[illegible] P 1		174.66
		017	[illegible]	913	[illegible] P 1		274.81
		017	[illegible]	915	[illegible] P 1		43.28
				TOT	P1	102.75	3,351.50
				TOT	N1		17.65
				** JOB TOTALS **		102.75 **	3,369.15
SHASTA WAY ALAMEDA AV UPHAM	CONT NO		* FA PROJ NOS T		515002 100		
		018	[illegible]	[illegible]	00 N 9		3.60K
		018	[illegible]	[illegible]	00 N 9		3.60
		018	[illegible]	[illegible]	00 P 1		
		018	[illegible]	[illegible]	00 P 1		
		018	[illegible]	[illegible]	00 P 1		
		018	[illegible]	910	00 P 1		
		018	[illegible]	911	00 P 1		
		018	[illegible]	911	00 N 1		
		018	[illegible]	921	00 P 1		
				TOT	P1		
				TOT	N1		
				** JOB TOTALS **		**	
K-FALLS AREAWIDE TOPIC PLAN	CONT NO		* FA PROJ NOS T		515001 100		
		018	0602	[illegible]	00 N 9		

AL TO DATE JOB COST SUMMARY

APRIL 1975

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	OR	CURRENT MONTH	FISCAL YEAR TO DATE
	018	[illegible]	[illegible]	00 N 9		
	018	[illegible]	[illegible]	00 P 1		
	018	[illegible]	910	00 P 1		
	018	[illegible]	910	00 N 1		
	018	0602	915	00 P 1		
			TOT	P1		
			TOT	N1		
			** JOB TOTALS **		**	

017	[illegible]	[illegible]	00	P	1		174.65	174.65
017	[illegible]	921	00	P	1		274.81	274.81
017	0604	923	00	P	1		43.28	43.28
		TOT	P1			102.75	3,351.50	3,351.50
		TOT	N1				17.65	17.65
		** JOB TOTALS **				102.75 **	3,369.15 **	3,371.54 **

CONT NO * FA PROJ NOS T 515002 100

018	0601	296	00	N	9		3.60CR	2,[illegible].75CR
018	0601	296	00	N	9		3.60	2,[illegible].75
018	0601	900	00	P	1			[illegible].02
018	0601	901	00	P	1			1,[illegible].42
018	0601	905	00	P	1			[illegible].15
018	0601	910	00	P	1			2[illegible].63
018	0601	911	00	P	1			[illegible].48
018	0601	911	00	N	1			.28
018	0601	921	00	P	1			376.58
		TOT	P1					3,[illegible].23
		TOT	N1					.28
		** JOB TOTALS **				**	**	3,594.54 **

CONT NO * FA PROJ NOS T 515001 100

018	0602	296	00	N	9			9,064.25CR

NT	PREFIX	FUNCTION	CR			CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
018	[illegible]2	29[illegible]	00	N	9			9,[illegible].25
018	[illegible]2	[illegible]0	00	P	1			14,[illegible].00
018	0602	910	00	P	1			114.14
018	[illegible]2	910	00	N	1			3.10
018	0602	911	00	P	1			1[illegible].07
		TOT	P1					14,2[illegible].21
		TOT	N1					3.10
		** JOB TOTALS **				**	**	14,257.31 **

III
1702

9

June 28, 1974

TO V. R. Skoog
Fiscal Officar
Dept. of Transportation

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. T-5015(2)
Shasta Way-Main St. & Oregon Ave
(Klamath Falls) Section

A contract for the construction of a portion of the section covered by the above preliminary engineering project has been awarded and the city requested that the remaining proposed construction be withdrawn and the funds utilized on another project. A PR-9 has been prepared withdrawing the balance of the construction covered under this preliminary engineering project which was approved by the FHWA on June 24, 1974. Since no further preliminary engineering costs should be charged would you please have the necessary action taken for the preparation and submission of the final voucher on this project.

CL:dc
cc: R. M. Chase
Gary Zehner

770a

STATE COPY

MONTHLY TRANSACTION NUMBER 4-58	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 4-24-73	COUNTY Klamath
MODIFICATION NUMBER 1		PROJECT NUMBER EHS-T-5015(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 22, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 54,832	$ 56,177
Federal Funds	$ 34,844	$ 35,700
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity and additional approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

ASSISTANT STATE HIGHWAY ENGINEER
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V. Cusack
Acting (Division Engineer)
V. V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5015(3) Safety

WASHBURN WAY AT SHASTA WAY SECTION

KLAMATH FALLS-MALIN HWY. AT MAIN ST. (KLAMATH FALLS)

CITY STREETS - KLAMATH COUNTY

Salem, Oregon, April 13, 1973

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
*Concrete Walks and Islands	81.44 cu.yd.	89.25	7,268.52
Traffic Signal Installation, Complete	All Required		42,000.00
			$49,668.52
Flagging (60% of Contractor's Cost)	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		200.00
PA 1 Remove Sidewalk	Lump Sum		202.09
			$ 1,402.09
	Subtotal		$51,070.61
	10% Engr. & Cont.		5,106.39
	Total		$56,177.00

*Change in bid item quantity

Length of Project - - - 0.00 mile

Federal Funds -	$35,700.00
State Funds -	10,238.50
City Funds- -	10,238.50
	$56,177.00

Group 1 - 100%

Contract No. 7702

Prefix 18-0603

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-82		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Klamath
	3-22-72	PROJECT NO. EHS-T-5015(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Street Intersections in City of Klamath Falls

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-12-72	0.00
OTHER *(Specify)*		

FUNDS **Pro Rata 63.55%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 54,832.00	$ 34,844.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Schuster

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. E. Simpson
(Division Engineer)

R. E. Simpson

Date executed by Division Engineer MAR 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 6-22-71.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5015(3) Safety

WASHBURN WAY AT SHASTA WAY SECTION

KLAMATH FALLS-MALIN HWY. AT MAIN ST. (KLAMATH FALLS)

CITY STREETS - KLAMATH COUNTY

Salem, Oregon, March 13, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Concrete Walks and Islands	70 cu.yd.	89.25	6,247.50
Traffic Signal Installation, Complete	All Required		42,000.00
			$48,647.50
Flagging (60% of Contractor's Cost)	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		200.00
			$ 1,200.00
	Subtotal		$49,847.50
	10% Engr. & Cont.		4,984.50
	Total		$54,832.00

Length of Project - - - 0.00 Mile

Federal Funds -	$34,844.00
State Funds -	9,994.00
City Funds- -	9,994.00
Total	$54,832.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7702

Prefix 18-0603

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 2-16-73

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

[redacted]-T-5013(3)

VOUCHER PERIOD: FROM 12-8-71 TO 2-16-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$ 55,816.35	$ 54,909.02	63.59%	$ 34,916.65	$ 34,916.65	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon
$ 0.00

V.E. Skoog, Fiscal Officer ORDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WASHBURN WAY AT SHASTA WAY SECTION KLAMATH COUNTY					
	Construction					
	Type Code 7031					
	Traffic Signal (City Streets) Contr. 7702					
	Final Contract Payment Summary	Lump Sum			$ 49,917.29	
	Total Construction Cost				$ 49,917.29	
	Construction Engineering					
	State	All Required			$ 4,991.73	
	Total Participating Cost				$ 54,909.02	
	Nonparticipating Items					
	Construction Engineering	All required			$ 907.33	
	Total Nonparticipating Cost				$ 907.33	
	Total Cost				$ 55,816.35	

AMOUNT CARRIED FORWARD...

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

WASHBURN WAY AT SHASTA WAY SECTION

EHS-T-5015(3)

Description	Type Code	Total Cost	F.A. Funds	Total Lenght
Traffic Signals	Y031	$ 55,816.35	$ 34,916.65	0.00 mile

STATE COPY

7702 2-13-73

OSHD (Johnson)
Wash DC
Region

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Klamath	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-13-73	D. B. Carter, Ass't Area Engineer		EHS-T-5015(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-2-72	December 4, 1972	226/250=90 %	250 Cal Days
APPROVED EXTENSIONS	**LOCATION**		
None	City streets - Klamath Falls, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

FEB 16 1973

REGIONAL OFFICE

WASHBURN WAY AT SHASTA WAY
KLAMATH FALLS-MALIN HIGHWAY AT MAIN STREET
Traffic Signal Installation

This project provided for the installation of traffic signals at the intersection of Washburn Way at Shasta Way and Alameda Street and Main Street in the City of Klamath Falls.

All contract work was completed on November 2, 1972 at which time 226 calendar days had been used. The contract was scheduled for completion in 250 calendar days.

The final contract amount is $49,657.31. This is an overrun of the original contract amount ($48,647.50) of approximately 2.1 percent. The Resident Engineer's statement of project overruns and underruns has been revised and is on file in the Division office.

All participating work on this project has been completed.

2-22-73 cy Kessey Young

NOTED
H. S. COULTER

RECEIVED
FEB 21 1973
Office of
Assistant State Highway Engineer

Info	FOR	REFER TO	FEB 20 73	RECEIVED STATE HWY ENGR
Inves				
R/D				
D/R				
Sign				
Act				
File				

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		**SIGNATURE**	
D. B. Carter		Vernon B. Cusack	
TITLE	**DATE**	**TITLE**	**DATE**
Ass't Area Engineer	2-16-73	Acting Division Engineer	2-16-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

OREGON STATE HIGHWAY DIVISION

7702

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 1, 1973

Federal-aid Project
No. FHS-T-5015(3)

FROM L. H. Young
Office Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7702 Work Completed November 2, 1972

Project Washburn Way at Shasta Way & Klamath Falls-Malin Hwy. at Main St. (Klamath Falls)

Highway Klamath Falls - Malin & City Streets

County Klamath

Acceptance: State Highway Commission December 4, 1972

Federal Highway Administration November 15, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:dgk

cc: V. E. Skoog

RECEIVED
DEC 11 1972
FOR FILING
7702

December 8, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On December 7, 1972, we wrote to you concerning release of final payment on Contract No. 7702 awarded to Sims Electric of Medford, Inc., for traffic signal installation on Washburn Way at Shasta Way and on Klamath Falls-Malin Highway at Main Street in the City of Klamath Falls in Klamath County.

Final payment on this contract is $2,303.71 and the total contract amount is $49,917.29 including $46.68 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Sims Electric of Medford, Inc.
29 West Main Street
Medford, Oregon 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. F. Putnam

RECEIVED
DEC 7 - 1972
FOR ENTRY

7702

December 6, 1972

TO Oregon State Highway Commission

FROM R. H. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7702 Work Completed November 2, 1972

Project Washburn Way at Shasta Way and Klamath Falls-Malin Hwy. at Main St.(Klamath Falls)

Highway Klamath Falls-Malin and City Streets County Klamath

Type of Work Traffic Signal Installation

Contractor Sims Electric of Medford, Inc.

Recommended Acceptance Date December 4, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

FORM E-30 (REV 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
November 30, 1972

SUBJECT: Washburn Way @ Shasta Way and
Klamath Falls-Malin Hwy. @ Main

To: C. T. Keasey
Construction Engineer
SALEM

From: J. F. Putnam
Regional Engineer

By: Robert C. Pool
Regional Maintenance Engineer

Herewith is a letter from Roger H. Tutty, director of public works, Klamath Falls, wherein he officially accepts the above captioned project.

RCP:kn

Enclosure

cc: H. S. Cox
City and County Engineer

RECEIVED
COUNTY & CITY SECTION
DEC - 1 1972
ENGR. COOR. AE UE
UPE CE RE RPE

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (Johnson) Region Wash DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10 7703	2	Klamath	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-15-72	D. B. Carter, Ass't Area Engineer	EHS-T-5015(3)

IN COMPANY WITH
R. Aldrich, Ass't Res Engr, OSHD and D. Noyes, Trainee, FHWA

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	226/250=90 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
NOV 27 1972
REGIONAL OFFICE

Copy Dist 11-28-72

WASHBURN WAY AT SHASTA WAY
KLAMATH FALLS-MALIN HIGHWAY AT MAIN STREET
Traffic Signal Installation

This project provided for the installation of traffic signals at the intersections of Washburn Way at Shasta Way and Alameda Street and Main Street in the City of Klamath Falls.

The project was completed on November 2, 1972 at which time 226 days of the 250 calendar days allotted had been used.

The project had been previously inspected for acceptance on October 27, 1972 with the following persons in attendance:

J. Putnam, OSHD Region 4 Engineer
E. S. Dunn, OSHD Resident Engineer
J. Walker, OSHD Field Construction Engineer
R. Tutty, City of Klamath Falls, City Engineer

APPROVED
A. E.

The City of Klamath Falls has verbally accepted the project.

The final project cost (contract bid items) will be approximately $49,660 or 2.1% over the original contract bid amount. The total project will underrun the project authorization by approximately 2.8%.

The signing and striping for the project is complete.

Price Agreement No. 1 provided for a sidewalk adjustment at the Alamada St. and Main St. intersection. The work was necessary to meet project grades.

The project appears to have been constructed in a reasonable conformance with the plans and specifications and it is recommended the project be accepted.

11-28-72 Johnson Reg Engr

RECEIVED
STATE HWY ENGR
NOV 29 '72
RETURN TO

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

STATE COPY

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7702

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 9, 1972

Federal-aid Project
No. EHS-T-5015(3)

FROM L. H. Young
Programing Engineer

SUBJECT Request Contract Acceptance

NOTED
A. E. JOHNSON

cy Contract
11-28-72

Contract 7702, Work Completed November 2, 1972
Washburn Way at Shasta Way & Klamath Falls-Malin
Project Hwy. at Main St. (Klamath Falls)

Highway Klamath Falls-Malin and City Streets

County Klamath

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 15, 1972

Conditions not acceptable: None

G. K. Hansen
G. L. Green
Division Engineer

VG:bb

cc: Tom Edwards
L. H. Young

RECEIVED
[illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE [illegible] ENGINEER

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Washburn Way at Shasta Way & Klamath Falls-Malin Hwy. at Main St. (Klamath Falls)

WEEK ENDING: Nov. 4, '72

SECTION PREFIX: 18-0603

HIGHWAY: Klamath Falls-Malin & City Streets

COUNTY: Klamath

NAME OF JOB: Washburn Way at Shasta Way & K.F.-Malin Hwy at Main St.(Klamath Falls)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Sims Electric of Medford, Inc.

CONTRACT NUMBER: 7702

FEDERAL AID PROJECT NUMBER: EHS-T-5015 (3)

DATE OF CONTRACT: March 10, 1972

DATE WORK STARTED: August 16, 1972

ESTIMATED COMPLETION DATE: November 2, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 1 SUPERVISION: -

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 250

CALENDAR DAYS USED: 226

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 90

PROJECT AUTHORIZATION: $ 57,075.39

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 52,090.64

ENGINEERING AUTHORIZATION: $ 4,984.75

Exp. this Week 768.53

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Eng.

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,106.58

ENGINEERING COST TO DATE: $ 5,383.53

DATE PROJECT WAS COMPLETED: November 2, 1972

ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.8 %

PERCENT OF AUTHORIZATION: 108 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Partly Cloudy-Cool			1	
MONDAY	Frost A.M.-Clear-Mild			1	
TUESDAY	Cloudy-Cool			1	
WEDNESDAY	Cloudy-Cool-Rain			1	
THURSDAY	Partly Cloudy-Cool			1	
FRIDAY					
SATURDAY					

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work.
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	One of the contractors men was on the project adjusting walk signals as requested at the final inapection.
THURSDAY	Final cleanup was made around the concrete areas, Completing the project.
FRIDAY	
SATURDAY	

REMARKS

The project was completed Thursday 11/2/72.
Office personnel completed the Semi-Final estimate and mailed to Region 11/2/72.
This is the last report for the project.

cc: Const. (3)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110085

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	ce 1324		18-0603-299

.City of Klamath Falls
.City Hall
.Klamath Falls, Oregon 97601
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PRE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Roger H. Tutty, Public Works Dir.			
Advance Deposit			$ 11,800.00
Partial transfer of advance deposit for construction of the Shasta Way @ Washburn Way & Main St. @ Alameda Ave. Topics Project. Contract # 7702			
Covered by agreement dated & 1-24-72			$ 6,800.00
to be retained			$ 5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF KLAMATH FALLS
CITY HALL
KLAMATH FALLS, OREGON 97601
Attention of Roger H. Tutty, Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1324
Date October 24, 1972
Payer's Order No. (if any)
Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5015(3)

Itemized Statement:

Advance Deposit $11,800

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Shasta Way @ Washburn Way & Main St. @ Alameda Ave. TOPICS project. Contract #7702.		
		Covered by agreement dated 1/24/72.		6,800
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,800

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
18-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
OCT 26 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7702

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. S. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 25, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. ____ EHS-T-5015(3)

SUBJECT Request Change Order Approval

Contract 7702 Price Agreement No. 1
Project Washburn Way at Shasta Way & Klamath Falls-Malin Hwy. at Main Street (Klamath Falls)
Highway Klamath Falls-Malin & City Streets
County Klamath

This agreement covers the cost to remove existing sidewalk to correct a drainage problem at Mile Post X4.46. Removal of these sections of sidewalk had been talked over with the contractor who gave a price for doing the work which could not be justified. Without the knowledge of the field Engineer the contractor removed these sidewalk sections. The payment under this agreement is the actual cost to the contractor for doing the work.

Copies of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached.

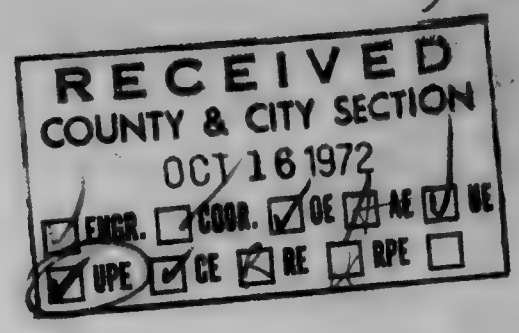
Your approval of this work as of September 28, 1972 is requested.

Attach.

LHY:dg

/

T
Klamath Falls



MCE KFL 44 10--16-72 2-16 PM

A S COS
COUNTY-CUX CITY

FOR THE ALAMEDA-MAIN STREET SIGNAL INSTALLATION /TOPICS PROJECT/
WE NEED TO KNOW WHO, THE CITY OR STATE, FOOTS THE BILL FOR THE POWER.
THIS IS PRESENTLY UNDER CONTRACT NO 7702. UNABLE TO LOCATE
ANY AGREEMENT.

E J DUNN
EMY--.

3 copies of the project agreement were sent
to Region Office on January 25, 1972.
SEE PAGE 6, Item 3. BLADORN

18-0601-_900 164.52
Reg. Engr. 901 1856.81
Final Design 905 392.15
Soils & Geo. 910 209.44
Surv (Final) 911 592.43
Specs. -921 369.77

3585.12
20
717.10

4-25-72

Neg Ded.

RECEIVED
MAR 20 1972
FOR FILING

7702

March 17, 1972

Sims Electric of Medford, Inc.
29 West Main Street
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7702 for traffic signal installation on Washburn Way at Shasta Way and on the Klamath Falls-Malin Highway at Main Street in Klamath Falls, Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

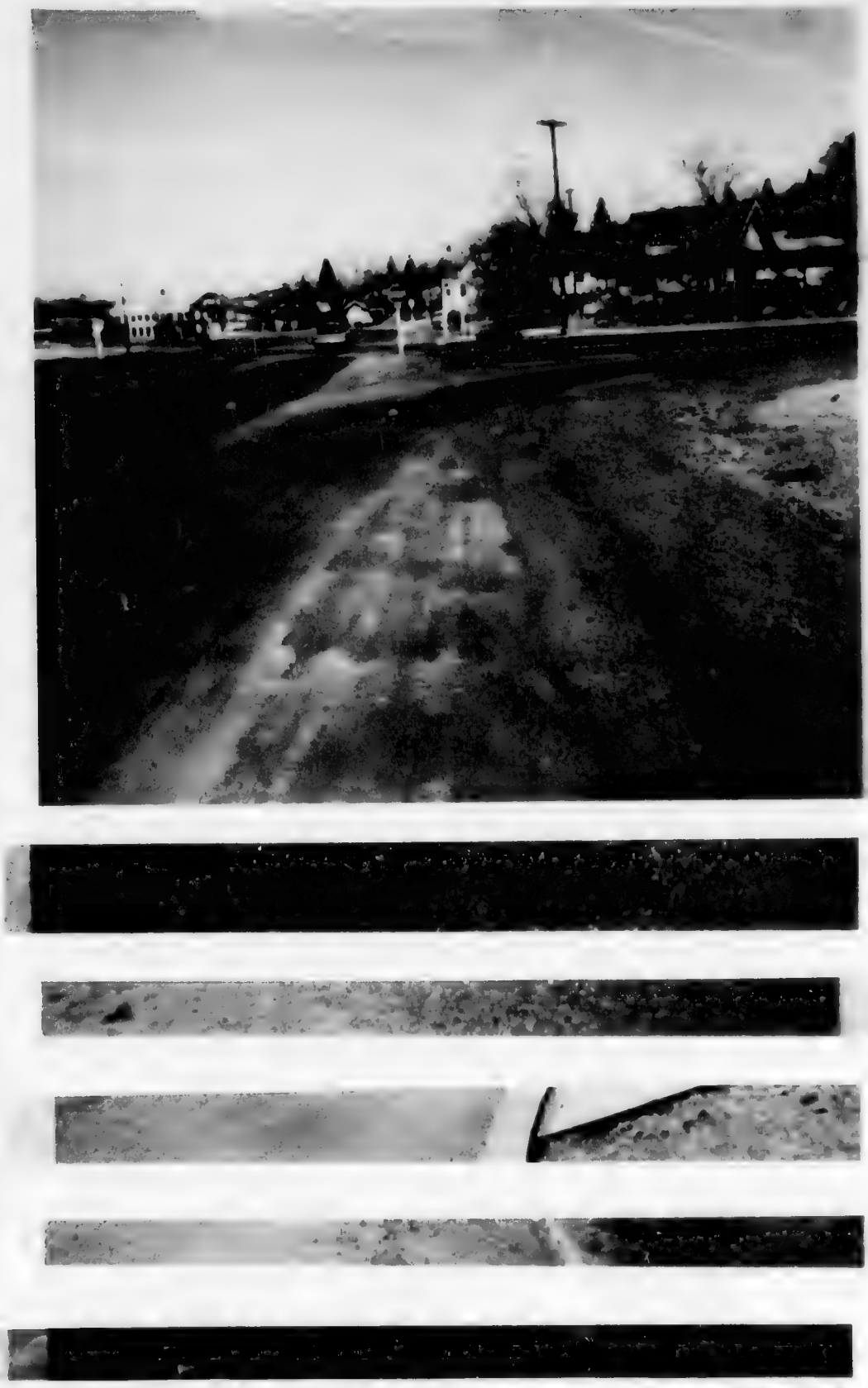
Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

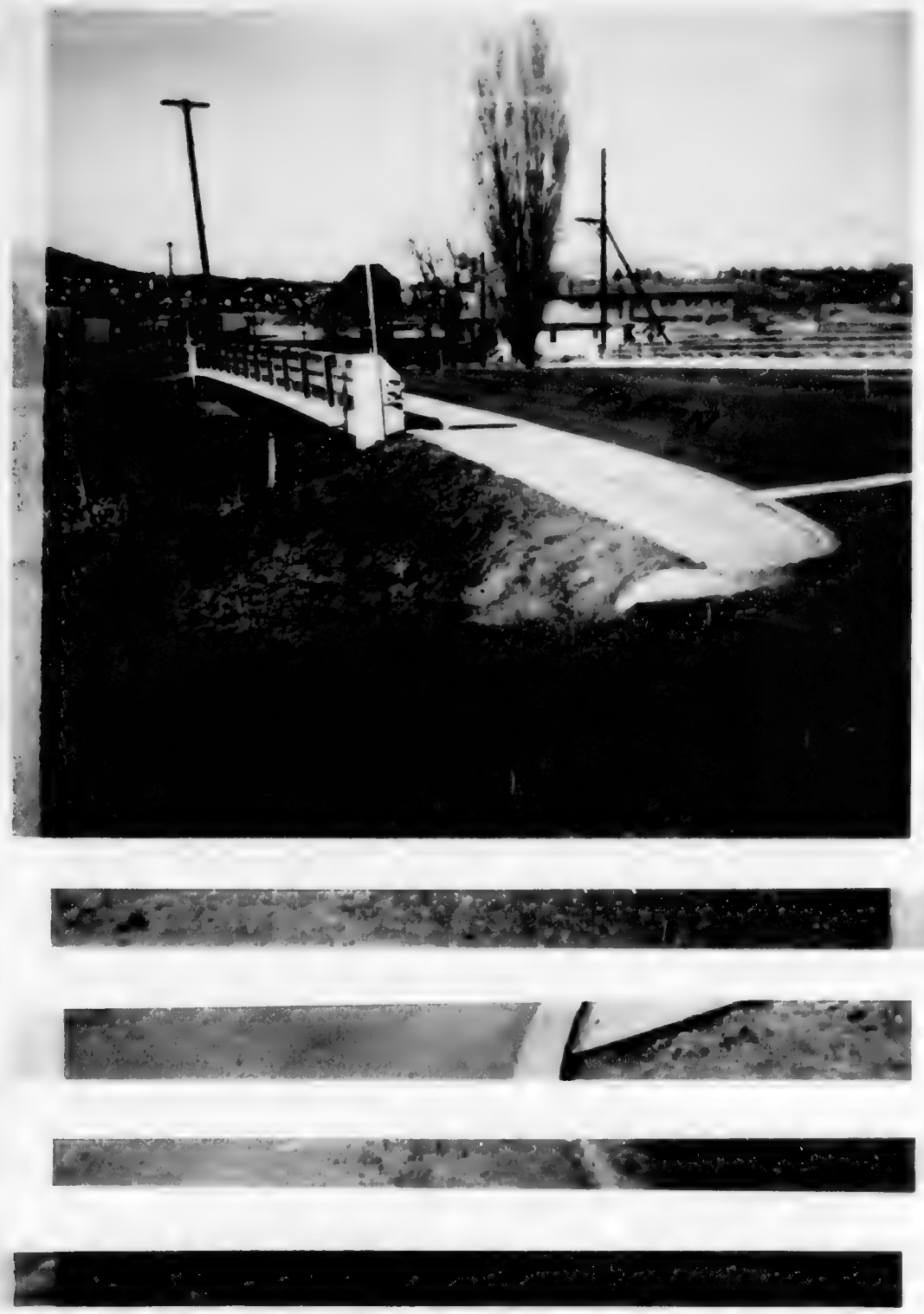
kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn



KLAMATH FALLS ALAMEDA AVE @ MAIN ST 3-16-72



KLAMATH FALLS ALAMEDA AVE @ MAIN ST 3-16-72

KLAMATH FALLS ALAMEDA AVE @ MAIN ST 3-16-72

KLAMATH FALLS ALAMEDA AVE @ MAIN ST 3-16-72

KLAMATH FALLS ALAMEDA AVE @ MAIN ST 3-16-72

KLAMATH FALLS ALAMEDA AVE @ MAIN ST 3-16-72

KLAMATH FALLS Washburn Way @ Shasta Way 3-16-72

KLAMATH FALLS Washburn Way @ Shasta Way 3-16-72

KLAMATH FALLS Washburn Way @ Shasta Way 3-16-72

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of February 28, 1972, is requested in the award of contract for the Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main St. Section, Project No. EHS-T-5015(3).

The contractor receiving the award is Sims Electric of Medford, Inc., in the amount of $48,647.50, with Contract No. 7702 assigned. This bid was received on February 24, 1972 and awarded on March 10, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date MAR 13 1972

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
MAR 14 1972
PROGRAMING SECTION

ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ [illegible] RE ☒ RPE ☐

March 10, 1972

Mr. John Halvorsen
City Manager
City Hall
Klamath Falls, Oregon 97601

Re: TOPICS Project EHS-T-5015(3)
Washburn Way @ Shasta Way and
Alameda Avenue @ Main Street

Dear Mr. Halvorsen:

This will acknowledge receipt of the City of Klamath Falls' check #007582 in the amount of $11,800 which is the correct amount required as an advance deposit for the subject project.

The contract for this project will be awarded today.

Very truly yours,

George H. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
J. F. Putnam
V. E. Skoog: Check #007582 for $11,800

Rec'd. 3/10/72 by _____

CITY OF KLAMATH FALLS

DETACH AND RETAIN THIS REMITTANCE ADVICE

DATE	INVOICE NUMBER	DESCRIPTION	AMOUNT OF INVOICE	DISCOUNT	BALANCE
		Advance Deposit Re Topice Project EHS-T 5015(3)			11,800.00

RECEIVED
MAR 12 1972
STATE HIGHWAY COMMISSION

Dear Sir:

Attached we hand you, for deposit in the State Highway Fund. Warrants, Checks, Draft: Cash, etc., as follows:

FROM	KIND	NO.	AMOUNT	FOR
City of Klamath Falls	Check	007582	$11,800.00	TOPICS Project EHS-T 5015(3)

Receipt of the above is acknowledged.

Signed K H Blackburn

Dated 3-10-72

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By C. A. Heck

Assistant Secretary

RECEIVED

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1972
Salem, Oregon

SUBJECT:

To:

J. F. Putnam
Regional Engineer
Region 4
Bend

Washburn Way at Shasta Way & Klamath Falls-Malin Hwy. at Main St.(Klamath Falls) Section
Klamath Falls-Malin Hwy. & City Streets
Klamath County
Pole Length Verification

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established in the near future and transmitted to the contractor. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

Slow transmission of shop drawings through State hands has also been a reason for delay according to contractors. Please submit shop drawings to this office promptly. Checking and return to the field will be expedited by our Checking Unit.

R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
E. J. Dunn
J. H. Wood

NOTED
A. E. JOHNSON

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILE

#2762

March 1, 1972

Sims Electric of Medford, Inc.
P. O. Box 1430
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your bid in the amount of $48,647.50 for traffic signals on Washburn Way at Shasta Way and on the Klamath Falls-Malin Highway at Main Street in Klamath Falls, which was the low bid received for that job on February 24.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of Klamath Falls approve the project and the City deposits $11,800. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Frank Morgan
Walt Hart
J. F. Putnam
E. J. Dunn

RECEIVED
FOR FILING

bc: R. L. Schroeder
L. H. Young
J. F. Putnam

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1972

Mr. John Halvorsen
City Manager
City Hall
Klamath Falls, Oregon 97601

Re: TOPICS Project EHS-T-5015(3)
Washburn Way @ Shasta Way and
Alameda Avenue @ Main Street

Dear Mr. Halvorsen:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Sims Electric of Medford, Inc. from Medford, Oregon.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$48,647.50
Anticipated additional item (flagging)		1,000.00
		$49,647.50
Engineering & Contingencies (14½%)		7,198.89
		$56,846.39
Estimated preliminary engineering to date		2,153.61
	TOTAL	$59,000.00

City's Advance Deposit:

20% of Total	$11,800.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $11,800) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

NOTED
R. L. SCHROEDER

for H. S. Cox
County and City Engineer

RB:ljt

Klamath Falls

WASHBURN WAY AT SHASTA WAY AND KLAMATH FALLS-MALIN HIGHWAY

AT MAIN STREET (KLAMATH FALLS)

KLAMATH COUNTY

FAP No. EHS-T-5015(3)
Traffic Signals

Bids Received February 24, 1972

1. Temporary Protection and Direction of Traffic	All Specified		$ 2,000.00
2. Concrete Walks and Islands	70 cu.yds.	85.00	5,950.00
3. Traffic Signal Installation, Complete	All Specified		47,600.00
	For Comparison of Bids		$ 55,550.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 55,550.00	48,647.50
Anticipated Additional Items:		
by State at city expense → Flagging (State Share)	1,000.00	
Permanent Pavement Striping	~~200.00~~	
	1,200.00	1000
	$ 56,750.00	49,647.50
Engr. & Cont. (14 1/2%)	8,228.75	7198.89
Estimated Net Authorization, Constr.	$ 64,978.75	56846.39
Estimated PE to date		2153.61
		59.000.00

Advance deposit $11,800

2-24-72 1:40 pm
Phone City and gave info to Halvarson.

-12%

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

55,550

PROJECT NO. #3

Washburn Way at Shasta Way & Klamath Falls-Malin Highway at Main Street (Klamath Falls), KLAMATH COUNTY

OWNER: Oregon State Highway Department

DATE: 2-24-72 PAGE: 1 of 1

1. Sims Elec. of Medford (Medford)
2. Steek Elec. Co. "
3. L.K. Comstock Co. (Kem) Albany
4. _____
5. _____
6. _____
7. _____
8. Gen. Svc. Elec. Co. 57,750
9. Olson " " 55,553
10. Hamilton " " 51,250.10
11. CHRISTIANSON " " 54,550
12. _____
13. _____
14. _____

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	400	500	1144
70	C.Y. Concrete Walks and Islands 67.4750	2	89.25	4550 65	5880 84
	L.S. Traffic Signal Installation, Complete	3	42,000	45,150	43,728
			48,647.50	50,200	50,752

S-403 R11 6/71

PRINTED IN U.S.A.

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities and Cost Estimates Between Advertising and Letting Dates

Federal-Aid Projects

Letting Date 2-24-72 Project Name Ashburn Way at Shasta Way —

FA No. EHS-T-5015(3) Hwy. K Falls Malin & Cty Streets Co. Klamath

Changes:

(1) Added the following:

All timing functions shall be digital, based on discrete time intervals derived directly from the power line frequency.

Discussed with BPR 2-9, 1972, by Galloway

BPR Recommendation: O-K

by Glenn Hosmer

OSHD Action Recommended:

by Date

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 9, 1972

APPROVED DATE FEB 17 1972
R. E. Simpson, Division Engineer
Oregon Division
Federal Highway Administration
By G. K. Haines Title District Engineer

TO PROSPECTIVE BIDDERS ON THE
WASHBURN WAY AT SHASTA WAY AND
KLAMATH FALLS-MALIN HIGHWAY AT
MAIN STREET (KLAMATH FALLS)
TRAFFIC SIGNAL INSTALLATION PROJECT

(Bids to be opened and read
February 24, 1972)

Revision Letter No. 1

Gentlemen:

This letter is to advise you of a change in the special provisions for the above-named project.

On page 20, under the subheading "(e-10) Control of Timing" add the following paragraph:

All timing functions shall be digital, based on discrete time intervals derived directly from the power line frequency.

The above change will become a part of the contract for this project by the incorporation of this letter therein.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

R. L. Schroeder
Assistant State Highway Engineer

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

February 10, 1972

RECEIVED
COUNTY & CITY SECTION
FEB 11 1972
ENGR. COOR. DE RE UE
DPE CE RE RPE

Mr. H. S. Cox
City-County Engineer
405 State Highway Building
Salem, Oregon 97310

Re: Project EHS-T-5015 (3)

Dear Mr. Cox:

Thank you for transmitting the plans and specifications for the subject project calling for a bid opening on February 24, 1972. I have reviewed the plans and specifications and can see no apparent problems except for the following.

I have enclosed a copy of a portion of page two of the plans. This indicates the intersection of Alameda with Main Street. I have indicated in red color a portion of the sidewalk at the S.W. corner of the intersection. The plans indicate this sidewalk section to be in existence. A field check of the area indicates that the sidewalk extends for a length of approximately 25 feet N.E. from the end of the bridge. I think the red color sidewalk area will be needed to provide storage for pedestrians. I would therefore suggest that the plans call for the sidewalk to be constructed in this area.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

Enclosure

2-14-72
Terpin will add to plans.
B

WASH[illegible]RN WAY AT SHASTA WAY & KLAMATH FALLS-MALIN HWY. AT MAIN ST. (KLAMATH FALLS)
KLAMATH FALLS-MALIN HWY. & CITY STREET
KLAMATH COUNTY

SHEET NO. 2

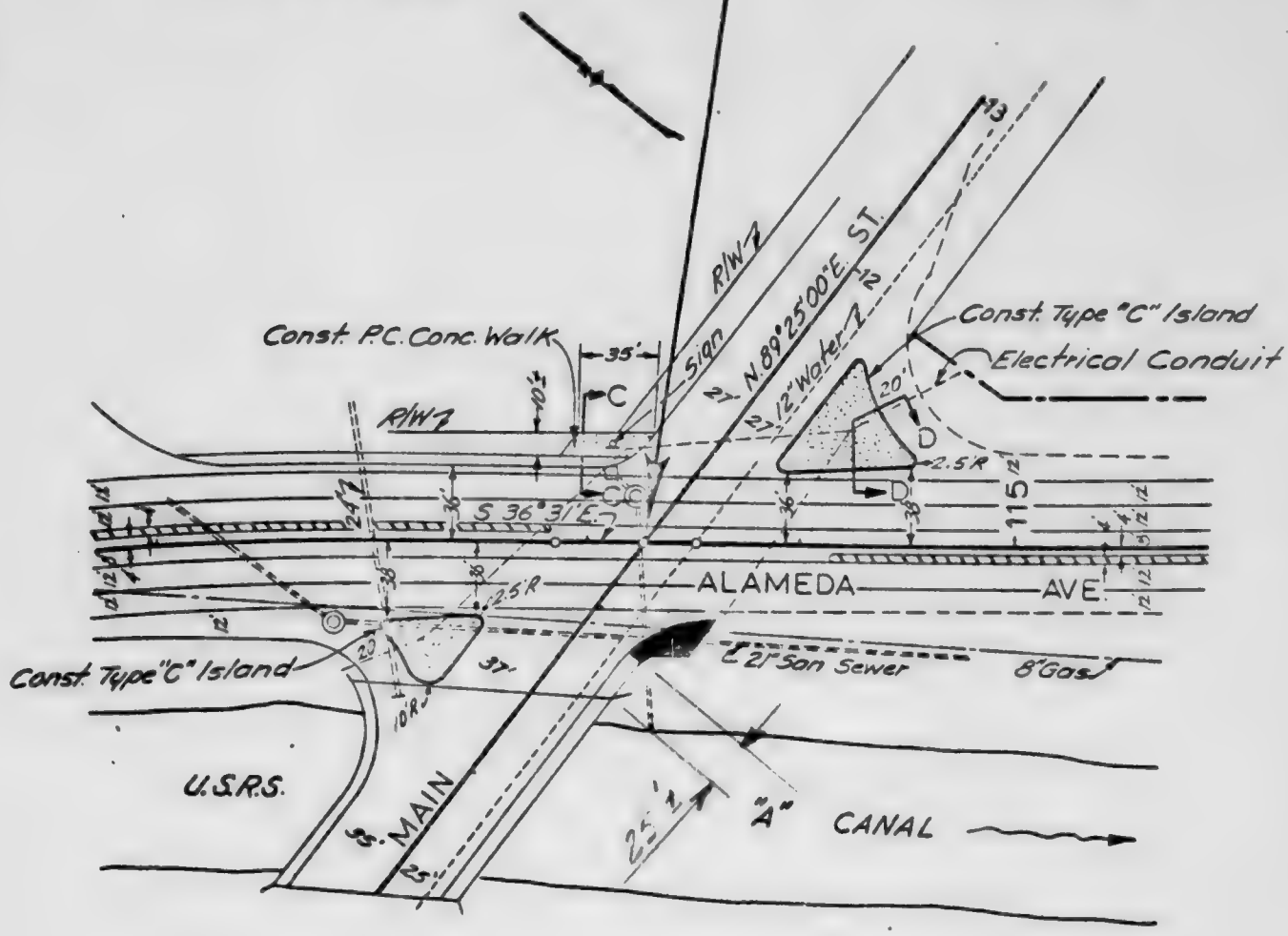
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	EHS-T-5015(3)		

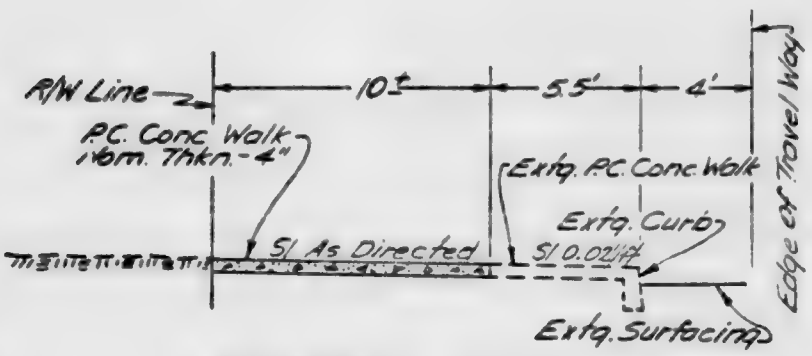
PROJECT EHS-T-5015(3)
M.P. X4.46

EHS-T-5015(3)
STREET

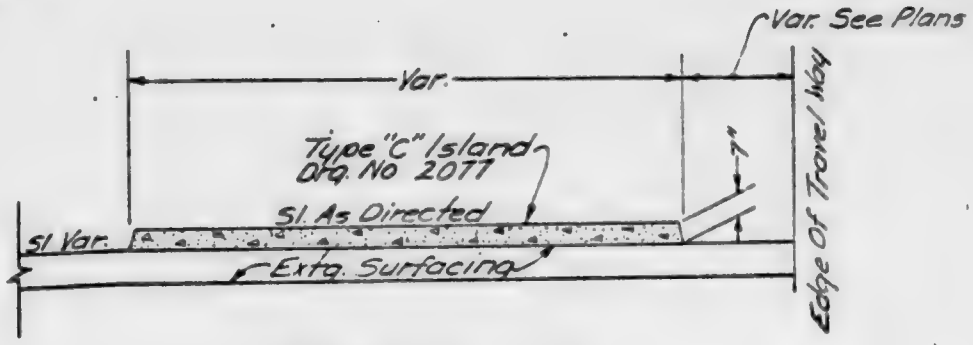
P.C. Conc. Walk

Conc. Walk





SECTION C-C



SECTION D-D

RECEIVED
COUNTY & CITY SECTION
FEB 11 1972
ENGR. C.JR. AE UE
UPE CE RE RPE

RECEIVED
COUNTY & CITY SECTION
FEB - 8 1972
☐ ENGR. ☑ COOR. ☐ LC ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Engineering Office

Pacific Northwest Bell

841 Bond Street
Bend, Oregon 97701
Phone (503) 382-5081

February 3, 1972

Mr. R. Tutty, Director of Public Works
226 South Fifth Street
Klamath Falls, Oregon 97601

Re: Shasta Way-Washburn Way Signalization

Dear Mr. Tutty:

In answer to your letter of January 27, 1972, your understanding of the relocation to be done was correct. Pacific Power and Light Company and Pacific Northwest Bell Telephone Company will coordinate to raise the cables on the existing poles as far as possible without violating clearance regulations. This action should give sufficient clearance to allow the signal lights to be placed. I hope this will be satisfactory. If not, then we will have to go into a major restoration project.

Also, the original completion date, as stated in my letter of January 18, 1972, still stands. If this is not satisfactory, let me know and I will endeavor to get it advanced.

Sincerely,

B. O. Burgess
Associate Engineer

BOB/mbb

4 FEB 1972
City Engineer

January 27, 1972

RECEIVED
COUNTY CITY SECTION
JAN 21 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

T.

Mr. B. O. Burgess
Pacific Northwest Bell
900 Main
Klamath Falls, Oregon

Re: Shasta Way - Washburn Way Signalization

Dear Mr. Burgess:

This will acknowledge receipt of your letter dated January 18th establishing a construction schedule for the relocation of Pacific Northwest Bell cable at the subject intersection. This will also confirm the discussion of the problem on Wednesday, January 26th. Participants in the discussion included John Holcomb, E. J. Dunn of the Oregon State Highway Department, Pacific Power and Light Officials, yourself and the undersigned.

My understanding of the conclusion reached by the above persons was that both Pacific Northwest Bell and Pacific Power and Light will endeavor to modify the location of their facilities without attempting major reconstruction. It would be appreciated if you would advise us when this work can be completed or if the relocation will not be economically feasible.

The Highway Department has established a schedule for awarding the traffic signal contract in late February. I am sure that they would like to hold this schedule if possible.

Sincerely,

R. H. Tutty

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

cc: Hugh Whipple
J. E. Dunn
John Holcomb
Dick Bladorn

RECEIVED
FOR FILING
#7702

January 24, 1972

City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Attention: Mrs. Rosie Keller
City Recorder

Misc. CONTRACTS and AGREEMENTS No. 4218

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on Washburn Way @ Shasta Way and Alameda Avenue @ Main Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (agreement attached)

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

January 19, 1972

Mr. Dick Bladorn
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Agreement and Resolution - Topics Project T-5015 (2)

Dear Dick:

Enclosed are four executed copies of the Agreement between the State and the City for Washburn Way and Shasta Way and Alameda Avenue at Main Street signalization projects. Also enclosed is a copy of Resolution Number 1993 which authorizes the Mayor and Recorder to enter into agreement for these projects.

I have also enclosed a copy of the modified City Resolution Number 1976. This is designated as Resolution Number 1994, which adopts the Relocation Assistance Act as requested by the Highway Department. Prior to taking the matter before the Council the City Manager and myself talked with Mr. Don Harwell regarding this matter. He indicated that the position of the City with respect to being eligible for federal funding for relocation payments was virtually identical to the position held by the City of Portland. In passing the resolution the Council was aware of the necessary administrative restrictions on the federal funds. It was for this reason as well as their desire to expedite the Topics Project that they approved the amended Resolution Number 1994. I am sure that future projects which are considered as being eligible for and needing federal participation will be reviewed by the Council in detail before their approval is given for construction.

Please let me know if you need any additional information to initiate the Topics Project.

Sincerely,

R. H. Tutty

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

Enclosure

RECEIVED
COUNTY & CITY SECTION
JAN 20 1972

RECEIVED
COUNTY & CITY SECTION
FEB - 8 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Pacific Northwest Bell

Engineering Office

841 Bond Street
Bend, Oregon 97701
Phone (503) 382-5081

January 18, 1972

Mr R. Tutty
Director of Public Works
226 South 5th.
Klamath Falls, Oregon, 97601

Sir,

Enclosed, is a sketch for the proposed telephone cable rearrangements, to be made on Shasta Way, at Washburn Way in Klamath Falls by Pacific Northwest Bell.

Here is the approximate schedule of events concerning this work:

Issue Work Prints-------- 1/18/72
Construction Start------- 1/30/72
Construction Complete---- 3/15/72

I am sure that the work can be completed ahead of this date, on a rush basis. However, please contact me for revisions concerning the timetable should it be necessary.

Sincerely,

B O Burgess

B. O. Burgess
Associate Engineer
Pacific Northwest Bell
841 Bond Street
Bend, Oregon, 97701

Telephone Number 882-4679 (Local)

encl
eam

19 JAN 1972
Klamath Falls
City Engineer

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-14-72

FEDERAL AID PROJECT NO.
EmS-T-5015(3)

STATE PROJECT NO.
WASHBURN WAY AT SHASTA WAY

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-49B

COUNTY NAME
KLAMATH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 12, 1972	JANUARY 12, 972	FAS ROUTES #415 AND 427

STATE ROUTE NUMBER
KLAMATH FALLS-MALIN HWY ROUTE 50 AND MIDLAND HWY ROUTE #420

GENERAL LOCATION:
CITY OF KLAMATH FALLS

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,000.00 AND PERMANENT PAVEMENT STRIPING BY STATE FORCES IN AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $1,000.00
  PERMANENT PAVEMENT STRIPING BY STATE FORCES 200.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JANUARY 4, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIALS IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-14-72	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#7762

January 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97310

Dear Mr. Simpson:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on January 27, 1972.

EHS-T-5015(3)	Washburn Way at Shasta Way
ER-229(1)	Sawyers Rapid and Elkton Slide Section
EHS-T-5003(3)	Ninth St.-Fourteenth St. (Astoria)
EHS-U-186(24)	N.W. 185th Ave. Interchange Section
I-5-5(52)274	Hubbard Int.-Woodburn Int. Section
I-5-5(53)283	Hubbard Interchange Section
EHS-I-5-5(54)258	Market St. Interchange

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

Tom Edwards
State Highway Engineer

By

L. H. Young
Programming Engineer

Attachment

DAR:dg

MEMO TO FILE

January 3, 1972

Re: TOPICS Project EHS T-5015(3)
Washburn Way @ Shasta Way
and Alameda Avenue @ Main Street
City of Klamath Falls

Per request of the City, this project will be removed from the schedule for January 27, 1972 and rescheduled for the February 24, 1972 bid opening.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
L. E. George
F. L. Hall
L. H. Young
J. F. Putnam

RECEIVED
COUNTY & CITY SECTION
JAN - 3 1972
ENGR. COOR. OE AE UE
UPE CE RE RPE

January 3, 1972

Mr. Roger H. Tutty
Director of Public Works
City Hall
Klamath Falls, Oregon 97601

Re: Agreement
TOPICS Project T-5015(2)

Dear Roger,

Sorry about the foul-up on the agreement I sent you before. Somehow the pages from another agreement were put in by mistake. Please throw away all the copies of the agreement you have and use the new ones that are enclosed.

This will clear up items 1, 3 & 4 of your letter. Item 2 concerns project details which do not need to be put in the agreement. These details will show on the plans which you must approve before the project goes to contract.

I have enclosed a copy of our Policy Statement for Cooperative Traffic Control Projects to answer your items 5 & 6. This statement covers only state highways and since neither Shasta Way or Washburn Way is a state highway, the City is responsible for maintenance and power consumption.

This project is scheduled for bid openings on January 27, 1972. If you have any further questions please phone so that the agreements will not be delayed.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

December 30, 1971

Mr. Dick Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
DEC 31 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Re: Agreement For Topics Project T-5015 (2)

Dear Dick:

Reference is made to your letter dated December 2nd, which transmitted an agreement for the subject Topics Project to the City Manager. The City Manager asked both our attorney and myself to review the agreement before the same is considered by the City Council. The following suggestions are made for improving a form of the agreement.

1. Identify the attached map as "Exhibit A."

2. The second half of paragraph two on page two of the agreement should read as follows:

   Hereinafter the construction of said section will be called "project." The said project shall consist of the installation of five-phase traffic actuated traffic control signals at each intersection; the installation of concrete traffic islands at the northwesterly and southeasterly corners and the installation of pedestrian storage sidewalks at the northeasterly and southwesterly corners of Alameda Avenue @ Main Street intersection; the installation of pedestrian storage sidewalks at all four corners of the Washburn Way @ Shasta Way intersection.

3. The two lines at the bottom of page two identified as paragraph seven should be deleted since that paragraph is stated on page three.

4. Paragraph number three, four, five and six on page three should be deleted as they have been incorporated into the agreement on page two.

5. Paragraph three on page six obligates the City to maintain and provide power to the traffic signal installed at the Shasta - Washburn Way intersection. This provision is contrary to the recent policy agreement adopted by the League of Oregon Cities with the State Highway Division. The policy agreement provides

that the State maintain both signals with the City paying the power costs at the Shasta - Washburn Way intersection.

6. Paragraph six(a) on page four does not define what will constitute a "traffic engineering unit." In view of the fact that the City will be providing only power cost to the Shasta - Washburn Way signal we would appreciate an indication of what duties the traffic engineering unit would perform for this particular agreement.

I think if the above conditions are incorporated into the agreement that we will be in a position to submit the same to the City Council for their approval. I would suggest that if you have any questions after reviewing the agreement and this letter that you give me a call and we talk it out.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

Oregon State Highway Division

Federal-Aid
Project No. EMS-T-5015(3) Safety

WASHBURN WAY AT SHASTA WAY SECTION

KLAMATH FALLS-MALIN HWY. AT MAIN ST. (KLAMATH FALLS)

CITY STREETS - KLAMATH COUNTY

Salem, Oregon, December 15, 1971

P S & E Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Concrete Walks and Islands	70 cu.yds.	85.00	5,950.00
Traffic Signal Installation, Complete	All Required		47,600.00
			$55,550.00
Flagging (60% of Contractors Cost)	All Required		$ 1,000.00
Permanent Pavement Striping	All Required		200.00
			$ 1,200.00
	Subtotal		$56,750.00
	10% Engr. & Cont.		5,675.00
	Total		$62,425.00

Length of Project - - - - - - - - - 0.00 Mile

Federal Funds - - - - - - - - - - - -	$39,671.00
State Funds - - - - - - - - - - - - -	11,377.00
City Funds - - - - - - - - - - - - -	11,377.00
Total	$62,425.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

T

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

December 13, 1971

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Topics Project T-5015(2)

Dear Dick:

This will acknowledge receipt of the preliminary grading and paving plans for the Washburn Way at Shasta Way and the Alameda Avenue at Main Street Topics project. I also have noted the current estimated contract cost for both intersections as $66,000.

I have made some miscellaneous corrections to the plans which may not be required. The corrections depend in part of what was accomplished with the construction of the East Side Bypass.

We currently have in our Topics budget a fund balance of $13,700. This should cover our 20% share of the total estimated cost.

I am returning one copy of the drawing to you.

Sincerely,

Roger

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

Enclosure

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COUNTY & CITY SECTION
DEC 14 1971
☐ ENGR. ☐ CSOR. ☑ CE ☐ RE ☐ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

12-15-71
Discussed with Topics
B

Overall Length of

PRELIMINA
NOV
SUBJECT T
FINAL DES

STATE OF OREGON

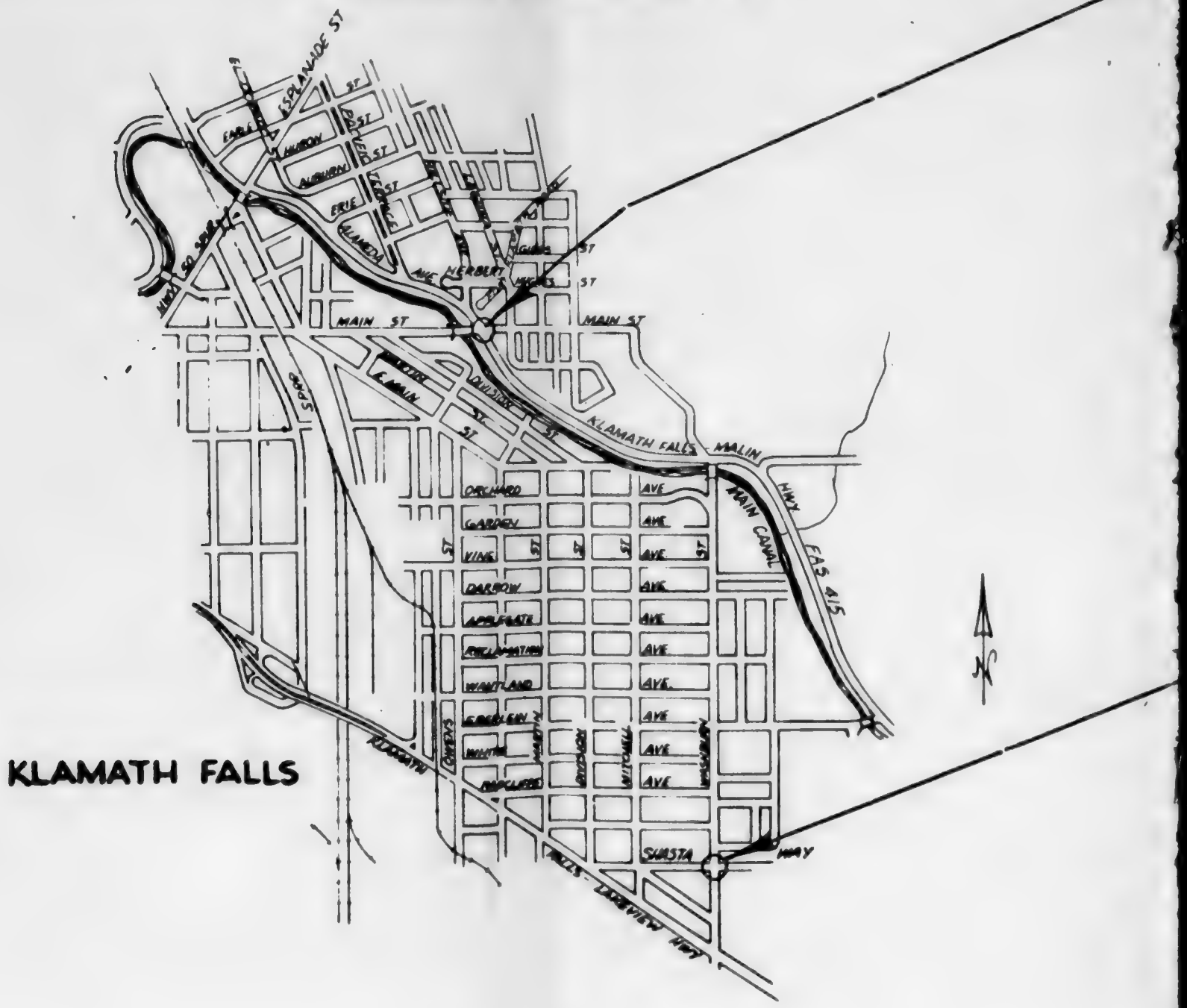
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

WASHBURN WAY AT SHASTA WAY & KLAMA
MALIN HWY. AT MAIN ST. (KLAMATH FALL

KLAMATH FALLS-MALIN HWY & CITY STREETS

KLAMATH COUNTY



Sketch Map

Scale 0 800 1600 Ft.

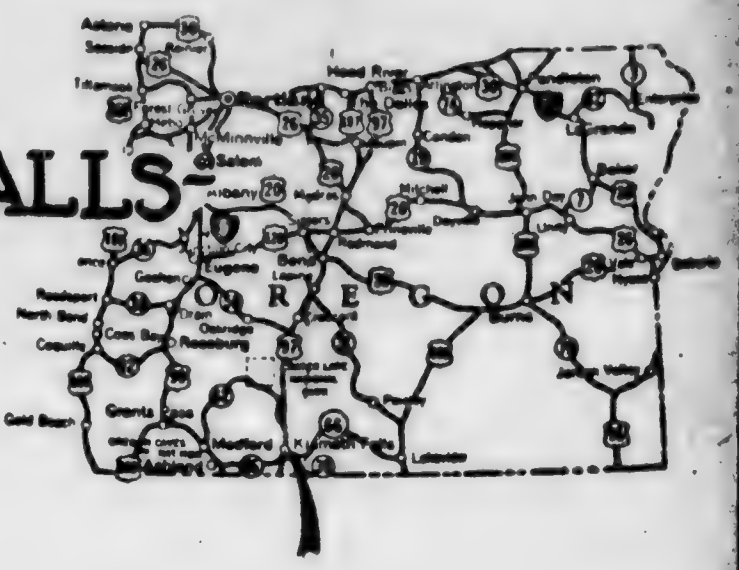
Overall Length of Project Mile

WASHBURN WAY AT SHASTA WAY & KLAMATH FALLS-MALIN HWY. AT MAIN ST. (KLAMATH FALLS) SEC. KLAMATH FALLS-MALIN HWY & CITY STREETS KLAMATH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			

PRELIMINARY COPY
NOV 3 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

EGON
IVISION
PROJECT

TA WAY & KLAMATH FALLS-
KLAMATH FALL;) SEC.
HWY & CITY STREETS
NTY



APPROVED
CITY OF KLAMATH FALLS
BY D.P.W. [signature]
DATE 13 Dec 71

RECEIVED
COUNTY & CITY SECTION
DEC 14 1971
☐ ENGR. ☑ COOR. ☐ CE ☑ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

STATE HIGHWAY ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

600 Ft.

Main Hwy at Shasta Way & Klamath Falls -
Main Hwy at Main ST. (Klamath Falls)

Cost Estimate

	Item	Unit	Quantity	Unit cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		2,000 -
2	Concrete Walks and Islands	Cu. Yd.	70	85 00	5,950 -
3	Traffic Signal Installation, Complete	Lump Sum	All Spec		47,600 -
					$ 55,550 -
	Flagging $1,000 -				
	Pavement Striping - 200 -				$ 1200 -
					$ 56,750
	14½% Engr & Contgcy				8,228 75
					$ 64,978 75

RECEIVED
COUNTY & CITY SECTION
DEC 7 1971
☐ ENGR. ☑ CO.R. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

12-7-71

BEN GIFFORT

Section Washburn Way at Shasta Way & Klamath Falls-Lakeview Hwy at Main St (K. Falls) TOPICS

Highway City Streets

County Klamath

Kind of Work Traffic Signal Installation

Project Allotment $ 65,000

Project Length —

Completion Time 250 Calendar Days

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 55,550

Anticipated Additional Items:

Flagging (State Share)	1600	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200	
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		1200
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
		$ 56,750 00

Engr. & Cont. (14.5 %) 8,228 75

TOTAL $

Credit for

Estimated Net Authorization, Construction $ 64,978 75

Cox T.

SISTER CITY
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

December 10, 1971

Mr. H. S. Cox
City - County Engineer
Oregon State Highway Department
405 State Highway Building
Salem, Oregon 97634

Re: Public Hearing for Topics Project T-5015 (2)

Dear Mr. Cox:

TOPICS
City responsibility

Reference is made to the advertisement placed by the Highway Division offering the public the opportunity to request a public hearing for the subject projects. Although I have had no request for such a hearing I am of the opinion that the same should be scheduled by the Highway Division for the Alameda - Main Street intersection.

No.

You are no doubt aware that considerable discussion developed during the past year regarding the intersection of Alameda Avenue at Main Street. In order to avoid the situation of having some segments of the public complain that we are ram rodding this project down their throats, I believe we need to do more than offer the opportunity for public hearings. It is possible that if a public hearing is scheduled but not attended we may waste travel time and perdiem of several government officials. I believe however, that this will be money well spent.

I would be happy to discuss this with you before you take any action to schedule a public hearing.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

cc: Mr. John Halvorsen
City Manager

Richard Bladorn
Oregon State Highway

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
ENGR. GJOR. LE AE UE
UPE CE RE RPE

12-13-71 Called Roger Tutty. He said to disregard this letter. JH. B

TRANSACTION NUMBER 12-27 AND 12-28

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S NOVEMBER 18,

TITLE: PROGRAM & PLANNING ENGIN

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 49B THRU 49C

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WO
8	EHS-T-5015(3)	0.0	54,000	34,300	SHASTA WAY & MAIN ST. KLAMATH FALLS	TRAFFI ILLUMI CONCRE ISLAND
49C	EHS-T-5015(4)	0.0	11,000	6,900	OREGON AVENUE SECTION KLAMATH FALLS	GRADE, TYPE P ILLUMI

12-14-71 Young

NOTED
R. D. ASBURRY

MARKS (Division)

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DEC 1 1971
PROGRAM & PLANNING

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DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-8-71	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any
tion on the part of the Federal Government to provide Federal funds for the undertaking.

ON NUMBER 12-27 AND 12-28

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

D REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	12-8-71

BY (Signature)
MR. YOUNG'S NOVEMBER 18, 1971 LETTER

TITLE
PROGRAM & PLANNING ENGINEER

SS OF FEDERAL FUNDS
☐ I ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 498 THRU 490

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	54,000	34,300	SHASTA WAY & MAIN ST. KLAMATH FALLS	TRAFFIC SIGNALS ILLUMINATION AND CONCRETE TRAFFIC ISLANDS.
0.0	11,000	6,900	OREGON AVENUE SECTION KLAMATH FALLS	GRADE, DRAIN, HIGH TYPE PAVEMENT AND ILLUMINATION.

12-14-71

NOTED
R. D. ASBURRY

NOTED
JOM EDWARDS

VED
1971
ANNING

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
URE AND TITLE	DATE	SIGNATURE AND TITLE	
	12-8-71	FOR DIVISION ENGINEER	12-15-71

zation to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation of the government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971

MONTHLY TRANSACTION NO. 12-38

DATE SUBMITTED TO W.O. DEC 9 1971

FORM PR-9 (REV. 4-61)

11-18-71 ☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☐ OE

REQUEST FOR AP
OF INDIVIDUAL PROJECT
(PPM 21-1 AND

☐ UPE ☑ CE ☐ RE ☐ UPE ☐

CARD 2 — REPORT NUMBER: 3 (19)(20)

PROJECT LOCATION (45 typewriter spaces): Street intersections in city of K. Falls 21 65

	FUTURE	YEAR
ADT	8,100	
	12,100	
	13,500	
	20,200	91
	8,200	
(66)	12,300	(70)(71)(72

CARD 3 — CHARACTER OF PROPOSED WORK (35 spaces): P.E., Gr., Pave & Traffic Signals 28 62

NATL. FOREST (63)(68)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO (66)(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME: Klamat

NAME OF URBAN AREA (17-31): Klamath Falls

F.A. SYSTEM: Secondary & Primary Type II

CARD 5

LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	TOTAL COST (59)(66)
1	(1468)	16	41	42	43-46	53					
5				PE		ITEM AS NOW PROGRAMED	49	T-5015(2)	St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda, Upham & Oregon)	0.10	3,000
				ROW							
				CONST						0.10	65,000
				SAFETY					PROJECT TOTAL	0.10	68,000
5				PE		RE-QUESTED REVISION	49-A	T-5015(2)	St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda, Upham & Oregon)	0.10	3,000
				ROW							
				CONST							(16) (23)
				SAFETY					PROJECT TOTAL	0.10	3,000

CARD — A form PR-1 or PR-9 has been submitted Yes — PROJECT WITHDRAWN

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

71 ☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ UPE

		8,100	FUTURE 12,100	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
65	ADT	13,500	20,200	91	08	Oregon	35	077	49
		8,200	(66) 12,300 (70)	(71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)

FOR MISCELLANEOUS FUNDS ONLY

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	PROJECT NUMBER NUMBER-AGR. NO.	I PROJECTS ONLY POST MI.	DESIG.
69	70	71	72 73	74 75	14 T- 23	7 5015(2) 13	(24) (26)	27

COUNTY NAME: Klamath — CODE: 14 035 16

EM: Secondary & Primary Type II — RTE NO.: S & T — FEDERAL AID: 415 & 427 — STATE (32): 50 — U.S. (36) (37) (41)

TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
intersections in y of Klamath Falls asta & Washburn, & Alameda, Upham regon)	0.10	3,000	1,900	550 550(City)	P.E., all phases, grade, drain, H.T. pave, curbs, illum., and traffic signals.
	0.10	65,000	41,200	11,900 11,900(City)	
PROJECT TOTAL	0.10	68,000	43,100	24,900	
intersections in of Klamath Falls asta & Washburn, Main Alameda, Upham & gon)	0.10	3,000	1,900	550 550(City)	P.E., all phases, (future grade, drain, H.T. pave, curbs, illum., and traffic signals)
		(16) (23)	(24) (33)		
PROJECT TOTAL	0.10	3,000	1,900	1,100	

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR AP
OF INDIVIDUAL PROJECT P
(PPM 21-1 AND

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21–65									ADT					FUTURE (66)(70)	YEAR (71)(72)		
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62							NATL. FOREST (63)(65)	FOR MISCELLANEOUS FUNDS ONLY										
									FH ROUTE NO (66)(68)		SUPV AGCY 69		DA CLASSIF. 70		DA AREA 71		EMERG. YR. 72 73		PL AUTH YR 74 75
CARD 4	CLASS OF FEDERAL FUNDS [1]															COUNTY NAME			
	NAME OF URBAN AREA 17-31														F.A. SYSTEM				

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43-46)	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	TOTAL COST (59)(66)
1	(1-4[illegible])	16	41	42		53						
5					PE ROW CONST SAFETY		Requested Revision ~~SAFETY~~	49-B	EHS-T-5015(3)	St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda)	0.00	54,000
										PROJECT TOTAL	0.00	54,000
5					PE ROW CONST SAFETY		REQUESTED REVISION	49-C	EHS-T-5015(4)	St. intersection in city of Klamath Falls (Upham & Oregon)	0.10	(16) 11,000 (23)
										PROJECT TOTAL	0.10	11,000

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ⟶	CODE 11	CODE 2

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
August 18, 1971	DATE November 18, 1971	DATE
OTHER:	SIGNATURE	SIGNATURE
	Program & Planning Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

CEIVED
Y & CITY SECTION
DEC 13 1971
COOR. ☐ UE ☐ AE ☐ UE
CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

		FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
65	ADT	(66) (70) (71) (72)	(74) (75)		(2) (3)	4 6	(14) (18)

FOR MISCELLANEOUS FUNDS ONLY					PROJECT NUMBER		I PROJECTS ONLY	
GCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI. MI.	DESIG.
69	70	71	72 73	74 75	14 23	7 13	(24) (26)	27

COUNTY NAME	CODE
	14 16

RTE NO.	FEDERAL AID	STATE	U.S.
		(32) (36)	(37) (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
ntersections in of Klamath Falls ta & Washburn, Main meda)	0.00	54,000	34,300	9,850 9,850(city)	Traffic signals, illumination and concrete traffic islands.
PROJECT TOTAL	0.00	54,000	34,300	19,700	
tersection in city amath Falls (Upham gon)	0.10 (16)	11,000 (23)	6,900 (24) (33)	2,050 2,050(city)	Gr., Dr., High Type Pavement, curbs and channelization.
PROJECT TOTAL	0.10	11,000	6,900	4,100	

N FOR CHANGE:

-OVER-

QUESTED	RECOMMENDED	APPROVED DEC 8 1971
	DATE	DATE
	SIGNATURE	SIGNATURE
ineer	TITLE	TITLE

classes of funds involved.

USCOMM-DC 48903-P61

REASON FOR CHANGE: To split present project into three separate projects, as Item 49-A, Project T-5015(2), Preliminary Engineering; Item 49-B, Project EHS-T-5015(3), Installation of Traffic Signals and Illumination at two intersections; Item 49-C, Project EHS-T-5015(4), Gr., Dr., High Type Pavement (to widen) and illumination of one intersection. This action is being taken to facilitate the contracting of the physical construction and to allow programming and obligation as EHS Projects under IM 30-5-71 "Emergency Highway Safety Program", paragraph (a).

MONTHLY TRANSACTION NO. 12-27

DATE SUBMITTED TO W. O. DEC 9 1971

FORM PR-1 (REV. 4-61)

11-18-71

FEDERAL-AID P (PPM

CARD 2 | REPORT NUMBER: 1 (19)(20) | PROJECT LOCATION (45 typewriter spaces): Street intersections in city of K. Falls 21 65 | ADT | PRESENT: * | FUTURE: * (66) | YEA: 9 (70)(71)

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces): Traffic Signals & Illumination 28 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(69) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR.: B-4 EHS (72)(73) | PL. AUTH (74)

CARD 4 | CLASS OF FEDERAL FUNDS: TOPICS | COUNTY NAME: Klamat | NAME OF URBAN AREA: Klamath Falls 17-31 | ROUTE NO.: S | FEDERAL-AID: 415 & 42

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4 S)	(18)	41	42	43 46	53		(54)(55)	(56) (66)	(67) (7
5					PE		St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda)			
5					ROW		"Shasta Way & Main St. (Klamath Falls) Section"			
5		30		3	CONST (CODE) SAFETY Y031) Y030)	3		0.0	54,000	34,300
							PROJECT TOTALS	0.0	54,000	34,300

(16) (23)(24) (33)

RECEIV COUNTY & CITY SE DEC 13 1971 ENGR. COOR. UPE CE RE RP

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

1971

*See reverse for ADT

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1s	ADT	*	*	91	08	Oregon	35	077	49-B

T. Projects Only

PV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
			B-4 EHS		EHS-T-	5015(3)		

COUNTY NAME: Klamath — CODE: 035

ROUTE NO. S — FEDERAL-AID: 415 & 427 — STATE: 50 & 420 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Traffic Signals, Illumination and Conc. Traffic Islands.
0.0	54,000	34,300	9,850	9,850 (City)	ROW 60' min.; access control - none; parking restrictions - partial.
0.0	54,000	34,300	9,850	9,850 (City)	

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
ENGR. ☑ COOR. ☐ LE ☐ AE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

P.E. for this project programmed under Item 49-A
Project T-5015(2)

*See reverse for ADT

-over-

USCOMM DUSCOMM-DC 48908-P61

ADT: Count is traffic entering intersection.

	Intersection	Present	Future
1.	Shasta Way & Washburn Way	8,100	12,100
2.	Main St. & Alameda Ave.	13,500	20,200

Existing Facilities:
Each intersection as follows:

1. Shasta Way & Washburn Way (FAS 427): No traffic control signal. Shasta Way: 24' pavement, 2 lanes, no curbs; Washburn Way: 60' curb section, 4 lanes.
2. Main. St. & Alameda Ave. (FAS 415): No traffic control signal. Main St.-East: 54' curb section, 2 lanes; West: 60' curb section, 2 lanes. Alameda Ave.: 64' curb section, 4 lanes with left turn refuge.

NOTE: All the above streets carry 2-way traffic.

Project Data: The proposed work is as follows:

1. Shasta Way & Washburn Way: Install full traffic-actuated 2-phase (to be expandable to 4-phase) traffic control signal and necessary illumination.

2. Main St. & Alameda Ave.: Install full traffic-actuated multiple-phase (5-phase control) traffic control signal and necessary illumination.

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the two intersections (1) Shasta Way & Washburn Way; and (2) Main St. & Alameda Ave., have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the two intersections have experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections. The proposed work qualifies as an "EHS" Project under IM 30-5-71, "Emergency Highway Safety Project", paragraph (a).

Additional Right-of-W

System Action: FAP T
FHWA January 22, 1971

Railroads, Airports,
Recreation Areas: No

Relocation Assistance
additional right-of-w

State Clearinghouse A
working agreement of

District 11 Clearingh
Clearinghouse at this
has been informed by
be no district review

Public Hearings: Non
paragraph 6c of PPM 2

Access Control: None

Parking Restrictions:
side of Washburn Wa
Alameda Ave.

Control of Utilities:
time, the legal autho
the right-of-way on t
being prepared to comp

Data for PR-37: 100%
Type
Type

ion.

ent Future
0 12,100
0 20,200

27): No traffic
pavement,
60' curb section,

5): No traffic
54' curb section,
2 lanes.
4 lanes with

raffic.

lows:

ll full traffic-
e to 4-phase)
ary illumination.

full traffic-
control) traffic
ination.

work is
ork" because
tate Highway
(1) Shasta
& Alameda
ccident hazard
provisions of
o intersections
ccidents. The
flow of traf-
y increasing
ntially the
ese intersections.
EHS" Project under
ty Project",

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 11 Clearinghouse Approval: No functioning Clearinghouse at this time and the State Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Access Control: None

Parking Restrictions: 1. Parking prohibited on east side of Washburn Way; 2. parking prohibited on Alameda Ave.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.
Type Code: Y031 est. cost $52,000
Type Code: Y030 est. cost $ 2,000

MONTHLY TRANSACTION NO. 12-28

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-18-71

FEDERAL-AID PRO

(PPM 21-

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (65 typewriter spaces) 21 Street intersections in city of K. Falls 65		ADT	PRESENT 8,200	FUTURE (66) 12,300	YEAR (70)(71) 91 (72)					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr. H.T. Pave., & Illum. 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) B-4 EHS (73)	PL. AUTH YR (74)(75)			
CARD 4	CLASS OF FEDERAL FUNDS TOPICS							COUNTY NAME Klamath				
	NAME OF URBAN AREA 17-31 Klamath Falls							ROUTE NO. T	FEDERAL-AID			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)
5					PE		St. intersections in city of Klamath Falls (Upham & Oregon)			
5					ROW					
5	3e			3	CONST (CODE) SAFETY 6201	3	"Oreg. Ave. (K. Falls) Section"	0.10	11,000	6,900
							PROJECT TOTALS	0.10	11,000	6,900

(16) (23)(24) (33)

R
COU

☐ ENGR.
☐ UPE

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

DEC 8 1971

T

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S	ADT	8,200	12,300	91	08	Oregon	35	077	49-C

T Projects Only

FV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
			73-4 EHS		EHS-T-	5015(4)			

COUNTY NAME: Klamath — CODE: 035

ROUTE NO. T — FEDERAL-AID — STATE: City Street — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.10	11,000	6,900	2,050	2,050 (City)	Gr., Dr., High type Pave., & Illumination ROW 60' min., Access Control - none; parking restrictions - partial.
0.10	11,000	6,900	2,050	2,050 (City)	

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☐ GSR. ☐ CE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

REMARKS

PE for this project programmed under Item 49-A, Project T-5015(2).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Existing Facilities:

Upham Ave. between Worden St. and Oregon Ave.: 24' to 40' curb section, 2 lanes.
Oregon Ave.: 34' to 40' curb section, 2 lanes.

NOTE: The above streets carry 2-way traffic.

Project Data: The proposed work is as follows:

Upham St. between Worden St. & Oregon Ave.: Grade, drain, high type pavement, concrete curbs to widen Upham St. to provide 36' curb section to allow one additional lane (W. Bd.) on the north side of the street. Provide channelization and necessary illumination at the intersection of Oregon Ave.

NOTE: The proposed channelization and illumination is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection of Upham St. and Oregon Ave. has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the intersection has experienced a high number of accidents. The proposed channelization and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at the intersection.

The proposed work qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Project", paragraph (a).

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assist
is not required.

State Clearinghou
of April 28, 1970

District 11 Clear
this time and the
State Clearinghou

Public Hearings:
PPM 20-8.

Access Control:

Parking Restricti

Control of Utili
authority to cont
project. A State
paragraph 6d(1) o

Data for PR-37:

' to 40' curb

e, drain, high type
vide 36' curb section
n side of the street.
at the intersection

classified as "Safety
City and State Highway
regon Ave. has a potential
ualify under provisions of
experienced a high
and the proposed illum-
e substantially the

under IM 30-5-71,

nuary 22, 1971.

Recreation Areas:

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 11 Clearinghouse Approval: No functioning Clearinghouse at this time and the State Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Access Control: None

Parking Restrictions: Parking prohibited on Upham Street.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Primary Type II System.

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-8-71

FEDERAL AID PROJECT NO.
T-5015(2)

STATE PROJECT NO.
SHASTA, WASHBURN, MAIN & ALAMEDA, UP JOHN & OREGON STS.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-49A

COUNTY NAME
KLAMATH

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 8, 1971	VARIOUS
		STATE ROUTE NUMBER: CITY STREETS

LIMITS OF AUTHORITY

AS REQUESTED IN MR. KLABOE'S NOVEMBER 26, 1971 LETTER, YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [X] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
COUNTY & CITY SECTION
DEC 10 1971
[ ] ENGR. [✓] COOR. [✓] UE [ ] AE [✓] UE
[✓] UPE [✓] CE [✓] RE [✓] RPE [ ]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-71	[signature]	FOR: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 7, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

12-10-71
Young

SUBJECT: Oregon Project EHS-T-5015(3)
Washburn Way at Shasta Way and Alameda Avenue at
Main Street - Klamath Falls
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Klaboe's November 26, 1971 letter.

RECEIVED
DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1971
PROGRAM & PLANNING
DIVISION

NOTED
R N CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

December 6, 1971

(date)

Mr. John O. Halvorsen
City Manager
City Hall
Klamath Falls, Oregon 97601

RECEIVED
COUNTY & CITY SECTION
DEC 13 1971
☐ ENGR. ☑ CSOR. ☑ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

(TOPICS)

Highway --
Section Washburn Way at Shasta Way & K. Falls-Malin Hwy. at Main Street : Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

9 Dec 71
(date)

By R H Tutty
DIR. PUB WORKS
By CITY OF KLAMATH FALLS
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

Mr. T. W. Litchfield
Railroad and Utility Engineer
Highway Building
Salem, Oregon 97310

December 1, 1972

Dear Sir:

Re: Proposed signal installation, Washburn Way (FAS 420), Klamath Falls.

Confirming a telephone conversation between you and Mr. Kroft of my staff, the Railway has recently been approached by Klamath County on the possibility of revising this proposed installation to accommodate a future widening of this route.

Since any such widening project would require several years preparation, it was agreed that the installation as now planned should proceed at this time. The bulk of the cost of this installation lies in the circuit work, and these circuits would be sufficient for any future additions to accommodate the widening project.

The Railway will inform the County of our intentions, and I assume the State will be approached by the County sometime in the future in regard to the widening.

Yours very truly,

H. F. MOY
Regional Manager Engineering

LBK/fc

RECEIVED
COUNTY & CITY SECTION
DEC - 4 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ TE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

RECEIVED
DEC 4 1972
UTILITY UNIT

KLAMATH FALLS-OC&E

Copies to: FB Klabge
RL Schroeder
LE Gecker
JL Sollis
LH Young
JF Putnam
HS Cox
JL Gunter
MG Havig

November 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
"Washburn Way at Shasta Way
and Alameda Ave. at Main St.
(Klamath Falls)"
Project EHS-T-5015(3)
Klamath County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and described in the enclosed documents for the subject project.

Location/Design

a. The locations are the existing intersections of Washburn Way with Shasta Way and Alameda Ave. with Main Street in Klamath Falls.

b. The design consists of 5-phase traffic actuated traffic control signals at each intersection. Concrete traffic islands at northwesterly and southeasterly corners of Alameda Ave. and Main St. intersections.

Additional location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section Memo of November 4, 1971)

1 copy City of Klamath Falls "TOPICS Project Request" dated May, 1971

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

District 11 Clearinghouse was not functioning at the time the project was originally programmed under Project No. T-5015(2) and the Highway Division was informed by the State Clearinghouse there would be no District review of the project.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Waiver of environmental statement requirements was approved by FHWA Memorandum dated November 23, 1971.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering for final plan preparation, etc., as programmed under Project T-5015(2). Please be advised that program action as of November 18, 1971 split Project T-5015(2) into three (3) separate projects, i.e.: T-5015(2) Preliminary Engineering, [illegible]-T-5015(3) Traffic Signal Installation (Subject Project), and [illegible]-T-5015(4) Widening and Channelization of Upham Street and Oregon Street intersection.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RNC:bb

Enc.

cc: R. L. Porter
Tom Edwards
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

HERALD & NEWS

November 24, 1971

KLAMATH FALLS, OREGON 97601

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Klamath Falls, Klamath County, Oregon, relative to State's proposed plans for various traffic signal installations within the city of Klamath Falls. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, December 2, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Region Engineer in Bend, phone 382-1911.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt

Att: Notice & Map

cc: Federal Highway Administration
Program and Planning, 2
Accounting: 5107-608-04
County and City Section
Public Affairs
J. F. Putnam, Region Engineer
City of Klamath Falls

R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Sund
F. L. Hall
R. N. Chase
F. B. Crandall
B. L. Gifford

RECEIVED
NOV 26 1971
PROGRAM & PLANNING
DIVISION

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

November 4, 1971

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5015(2)
Washburn Way @ Shasta Way and
Alameda Avenue @ Main Street
City of Klamath Falls
Phase I

Processing for location/design approval for the subject project is requested.

STUDY REPORT

LOCATION: The intersection of Washburn Way and Shasta Way and the intersection of Alameda Avenue and Main Street.

DESIGN: Install 5-phase traffic actuated traffic control signals at each intersection. Provide left-turn refuges. Construct concrete islands at northwesterly and southeasterly corners of Alameda Avenue and Main Street.

These signal installations will relieve traffic congestion problems and will allow for safer turning movements. The islands will serve to protect pedestrians and signal poles from traffic.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

RECEIVED
NOV 4 1971
PROGRAM & PLANNING
DIVISION

R. N. CHASE

SP*32475-734

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of Klamath Falls has requested the Oregon State Highway Division to seek the Federal Highway Administration's location-design approval for various traffic signal installations within the city of Klamath Falls, Klamath County, Oregon.

The proposed project involves the installation of five-phase traffic signals at the Washburn Way and Shasta Way intersection and at the intersection of Alameda Avenue and Main Street, which will relieve traffic congestion and provide for safer turning movements.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

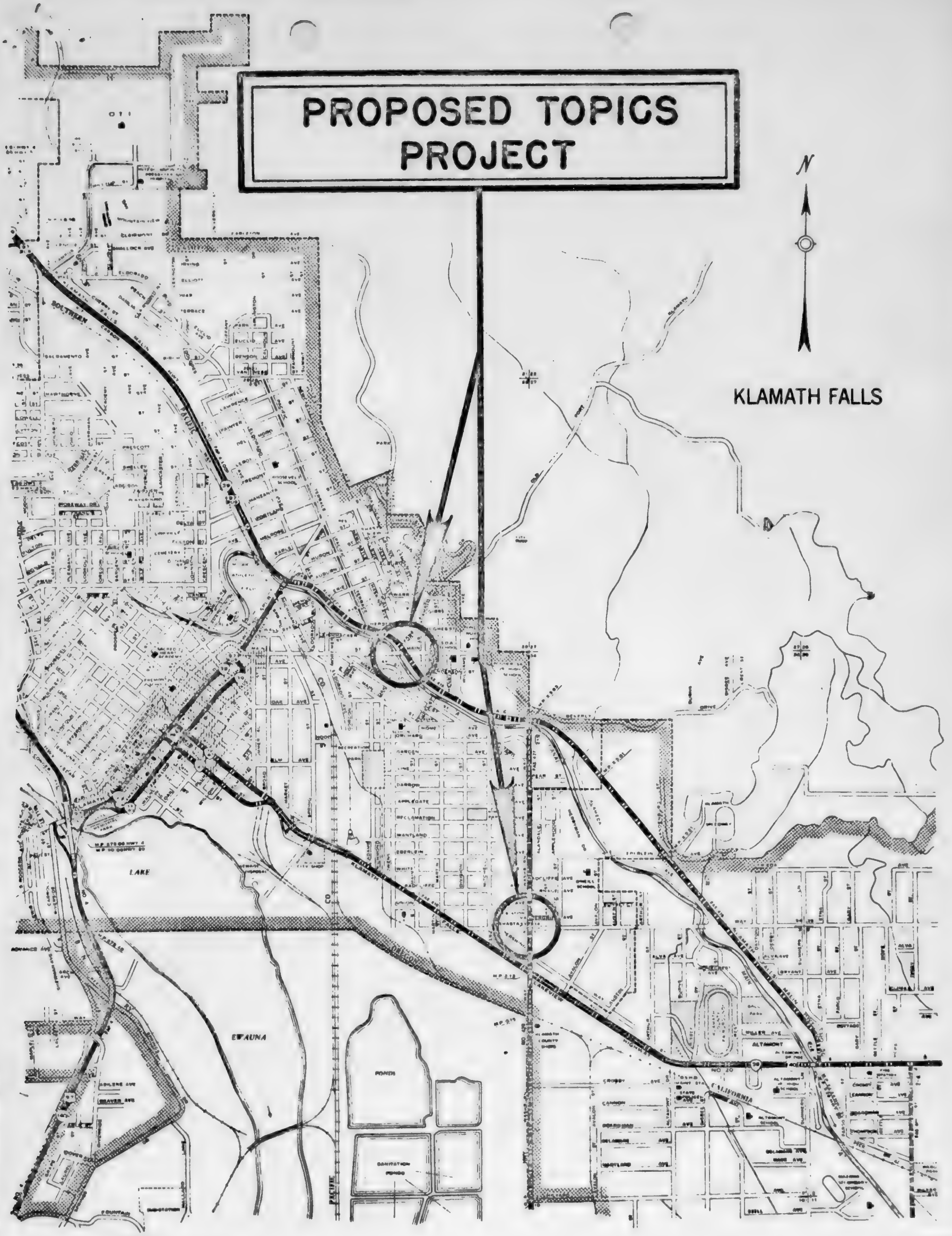
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
11/24/71

HERALD & NEWS, Klamath Falls

PROPOSED TOPICS PROJECT



Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 23, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5015(2)
Washburn Way at Shasta Way & Alameda Ave. at Main Street
City of Klamath Falls

Mr. Bladorn's undated letter received in this office on November 15 requested waiver of environmental statement requirements for the subject project under Paragraph 3f(3) of PPM 21-18.

After carefully reviewing the project site and considering the pertinent factors we concur that the environmental impact of this project will be negligible and, therefore, we approve the waiver of environmental statement requirements as requested.

11-26-71
REFERRED TO
Young - Cy
Asst. State Hwy. Engr

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET — TELEPHONE 884-3161
AREA CODE 503 — ZIP CODE 97601

November 22, 1971

Mr. Dick Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Washburn Way - Shasta Way Topics Project

Dear Dick:

I have reviewed the construction file for Washburn Way as it relates to the USBR right-of-way. The proposed Topics project will use USBR right-of-way for the construction of the overhead signals as well as pedestrian storage areas.

It appears that Klamath County acquired permission to encroach upon the right-of-way held by USBR in order to construct Washburn Way. This right-of-way is still legally in the hands of the County but there is a mutual agreement between the City and the County for the City to control traffic and perform maintenance. The County is also a party to the agreement for all Topics projects. In view of this information it would seem that the City has sufficient authority to proceed with construction as proposed for the preliminary plans.

If there are other circumstances which you feel might hold up the project please advise me and I will try to resolve the same.

Sincerely,

Roger

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

11-29-71
CC: F.B. Crandall
F.L. Hall

RECEIVED
COUNTY & CITY SECTION
NOV 26 1971

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... CODE 97601

November 22, 1971

Pacific Northwest Bell Telephone
900 Main
Klamath Falls, Oregon

Re: Shasta Way - Washburn Way Signalization

Gentlemen:

Please be advised that the City of Klamath Falls will place traffic signals at the subject intersection sometime after March, 1972. At the present time it appears that Pacific Power and Light owns the power pole on the NW corner of the intersection and Pacific Northwest Bell owns the pole on the NE corner of the intersection. It also appears that these two poles support a telephone cable and television cable that will obstruct the view of the future signal faces.

Request is hereby made to relocate the existing cables at a minimum height of 23 feet above the pavement surface. A preliminary copy of the proposed signalization work is enclosed. I will submit final construction plans to your office upon request for the same.

Sincerely,

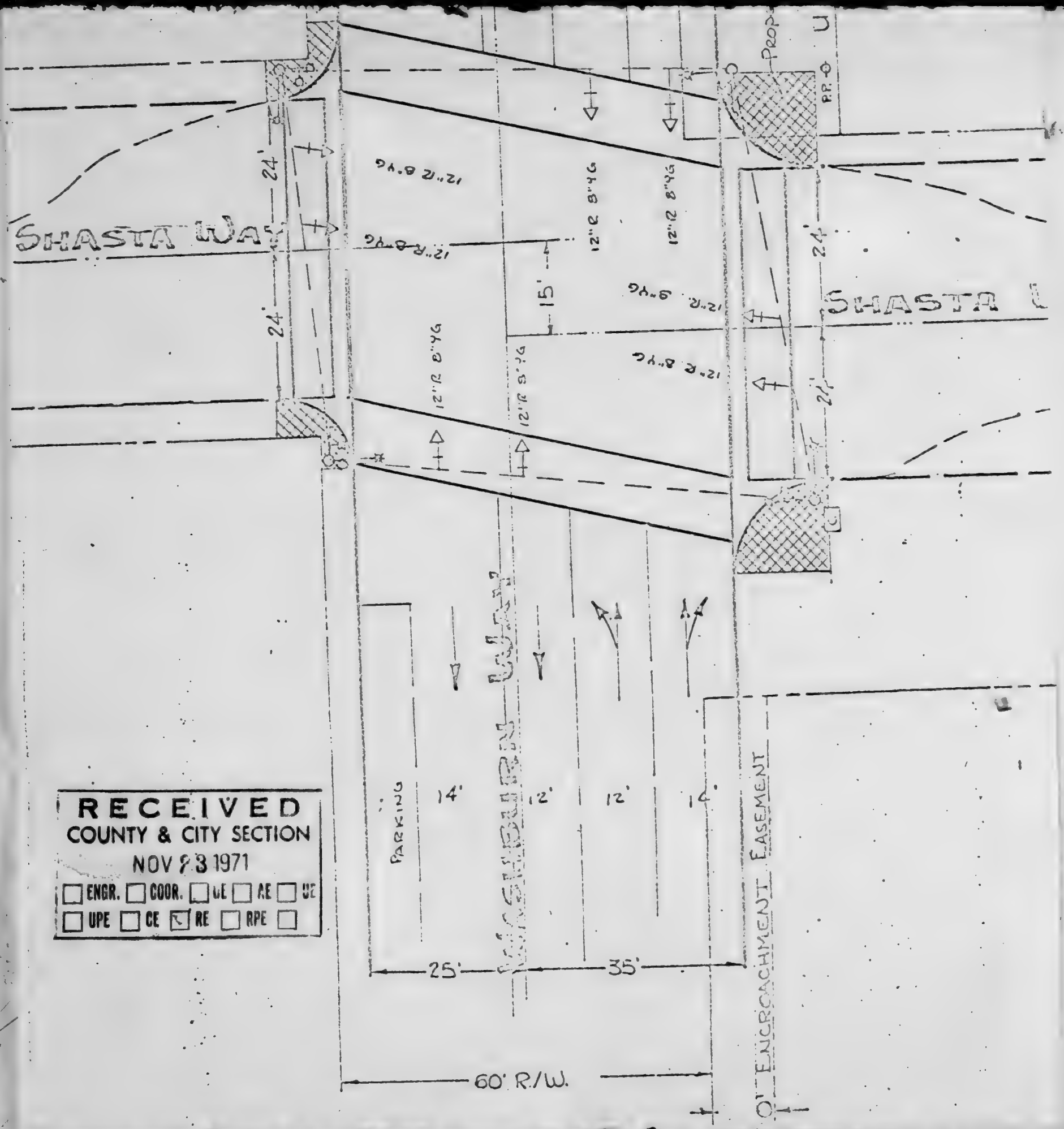
Roger H. Tutty, P.E.
Director of Public Works

RT:mb

cc: Dick Bladorn
Pacific Power and Light
Southern Oregon Cable TV

Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 23 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE



RECEIVED
COUNTY & CITY SECTION
NOV 23 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

N

SCALE 1" = 20'

SHASTA WAY

24'

24'

P.P.

PARKING

12" R 8"YG

12" R 8"YG

12" R 8"YG

12" R 8"YG

12" R 8"YG

12" R 8"YG

15'

14'

12'

12'

25'

60' R/W.

35'

25'

Proposed Sidewalk

24'

24'

WESTERN

P.P.

U.S.B.R. LATERAL R/W

PROPOSED TRAFFIC SIGNAL
AT INTERSECTION OF
SHASTA WAY WITH WASH
5-11-71

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-18-71

FEDERAL-AID PR

(PPM 2

CARD 2 — REPORT NUMBER: 1 (19)(20) — PROJECT LOCATION *(45 typewriter spaces)*: Street intersections in city of K. Falls 21 65 — **ADT** — PRESENT: * — FUTURE: * (66) — YEAR: 9 (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Traffic Signals & Illumination 26 62 — NATL. FOREST (63)(65) — FM ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR.: EHS (72)(73) — PL. AUTH (74)

CARD 4 — CLASS OF FEDERAL FUNDS: TOPICS — COUNTY NAME: Klamat — NAME OF URBAN AREA: Klamath Falls 17-31 — ROUTE NO.: S — FEDERAL-AID: 415 & 42

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda)			
5		11-18-71			**ROW**					
5					**CONST** (CODE) SAFETY Y031) Y030)		"Shasta Way & Main St. (Klamath Falls) Section"	0.0	54,000	34,300
							PROJECT TOTALS	0.0	54,000	34,300

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY

1 — 14 — PROGRAM APPROVAL DATES

12-8-71 FHWA

*See reverse for ADT

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-18-71

Falls (65)	ADT	PRESENT *	FUTURE * (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)	ITEM NO. 49-B (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26)	DESIG. 27
			EHS		EHS-T-	5015(3)			

COUNTY NAME: Klamath — CODE 035 (14) (16)

ROUTE NO. S — FEDERAL-AID 415 & 427 (32) — STATE 50 & 420 (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Traffic Signals, Illumination and Conc. Traffic Islands.
0.0	54,000	34,300	9,850	9,850 (City)	ROW 60' min.; access control - none; parking restrictions - partial.
0.0	54,000	34,300	9,850	9,850 (City)	

(16) (23) (24) (33)

REMARKS

P.E. for this project programmed under Item 49-A Project T-5015(2)

*See reverse for ADT

-over-

USCOMM DUSCOMM-DC 48905-P61

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Shasta Way & Washburn Way	8,100	12,100
2. Main St. & Alameda Ave.	13,500	20,200

Existing Facilities:
Each intersection as follows:

1. Shasta Way & Washburn Way (FAS 427): No traffic control signal. Shasta Way: 24' pavement, 2 lanes, no curbs; Washburn Way: 60' curb section, 4 lanes.
2. Main. St. & Alameda Ave. (FAS 415): No traffic control signal. Main St.-East: 54' curb section, 2 lanes; West: 60' curb section, 2 lanes. Alameda Ave.: 64' curb section, 4 lanes with left turn refuge.

NOTE: All the above streets carry 2-way traffic.

Project Data: The proposed work is as follows:

1. Shasta Way & Washburn Way: Install full traffic-actuated 2-phase (to be expandable to 4-phase) traffic control signal and necessary illumination.

2. Main St. & Alameda Ave.: Install full traffic-actuated multiple-phase (5-phase control) traffic control signal and necessary illumination.

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the two intersections (1) Shasta Way & Washburn Way; and (2) Main St. & Alameda Ave., have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the two intersections have experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections. The proposed work qualifies as an "EHS" Project under IM 30-5-71, "Emergency Highway Safety Project", paragraph (a).

Additional Righ

System Action:
FHWA January 22,

Railroads, Airpo
Recreation Areas

Relocation Assis
additional right

State Clearingho
working agreemen

District 11 Clea
Clearinghouse at
has been informe
be no district re

Public Hearings:
paragraph 6c of P

Access Control:

Parking Restricti
side of Washbu
Alameda Ave.

Control of Utilit
time, the legal a
the right-of-way
being prepared to

Data for PR-37:

Future
12,100
20,200

No traffic
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illumination.

traffic-
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Project under
oject",

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 11 Clearinghouse Approval: No functioning Clearinghouse at this time and the State Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Access Control: None

Parking Restrictions: 1. Parking prohibited on east side of Washburn Way; 2. parking prohibited on Alameda Ave.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.
Type Code: Y031 est. cost $52,000
Type Code: Y030 est. cost $ 2,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-18-71

FEDERAL - AID (PPM

CARD 2	REPORT NUMBER (18)–(20) 1	PROJECT LOCATION (45 typewriter spaces) 21–65 Street intersections in city of K. Falls		ADT	PRESENT *	FUTURE * (66)	YE (70)(71)						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62 Traffic Signals & Illumination		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73) EHS	PL. AU (74)				
CARD 4	CLASS OF FEDERAL FUNDS TOPICS							COUNTY NAME Klama					
	NAME OF URBAN AREA 17-31 Klamath Falls							ROUTE NO. S	FEDERAL-A 415 & 4				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4)(5)	(11)	(41)	(42)	(43)–(46)	(53)		(54)–(58)	(59)–(66)	(67)
5					**PE**		St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda)			
5					**ROW**					
5					**CONST** (CODE) SAFETY Y031) Y030)		"Shasta Way & Main St. (Klamath Falls) Section"	0.0	54,000	34,300
							PROJECT TOTALS	0.0	54,000	34,300

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24)

*See reverse for ADT

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	*	*	91	08	Oregon	35	077	49-B

T. Projects Only

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
			EHS		EHS-T-	5015(3)		

COUNTY NAME	CODE	PROGRAM STAGE
Klamath	035	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	415 & 427	50 & 420	

ESTIMATED PROJECT COST BY PHASES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Traffic Signals, Illumination and Conc. Traffic Islands.
					ROW 60' min.; access control - none; parking restrictions - partial.
.0	54,000	34,300	9,850	9,850 (City)	
.0	54,000	34,300	9,850	9,850 (City)	

REMARKS

P.E. for this project programmed under Item 49-A Project T-5015(2)

*See reverse for ADT

-over-

USCOMM DUSCOMM-DC 48905-P61

ADT: Count is traffic entering intersection.

	Intersection	Present	Future
1.	Shasta Way & Washburn Way	8,100	12,100
2.	Main St. & Alameda Ave.	13,500	20,200

Existing Facilities:
Each intersection as follows:

1. Shasta Way & Washburn Way (FAS 427): No traffic control signal. Shasta Way: 24' pavement, 2 lanes, no curbs; Washburn Way: 60' curb section, 4 lanes.
2. Main. St. & Alameda Ave. (FAS 415): No traffic control signal. Main St.-East: 54' curb section, 2 lanes; West: 60' curb section, 2 lanes. Alameda Ave.: 64' curb section, 4 lanes with left turn refuge.

NOTE: All the above streets carry 2-way traffic.

Project Data: The proposed work is as follows:

1. Shasta Way & Washburn Way: Install full traffic-actuated 2-phase (to be expandable to 4-phase) traffic control signal and necessary illumination.

2. Main St. & Alameda Ave.: Install full traffic-actuated multiple-phase (5-phase control) traffic control signal and necessary illumination.

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the two intersections (1) Shasta Way & Washburn Way; and (2) Main St. & Alameda Ave., have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the two intersections have experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections. The proposed work qualifies as an "EHS" Project under IM 30-5-71, "Emergency Highway Safety Project", paragraph (a).

Additional Righ

System Action:
FHWA January 22

Railroads, Airpo
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Public Hearings
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Access Control:

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Data for PR-37:

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Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 11 Clearinghouse Approval: No functioning Clearinghouse at this time and the State Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Access Control: None

Parking Restrictions: 1. Parking prohibited on east side of Washburn Way; 2. parking prohibited on Alameda Ave.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.
Type Code: Y031 est. cost $52,000
Type Code: Y030 est. cost $ 2,000

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-18-71

FEDERAL-AI (P

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		PRESENT	FUTURE (68)(70)
CARD 2	1	Street intersections in city of K. Falls	ADT	8,200	12,300

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. (74)
CARD 3	Gr., Dr. H.T. Pave., & Illum.						EHS	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	TOPICS	K
	NAME OF URBAN AREA 17-31 Klamath Falls	ROUTE NO. T / FEDERAL

CARD 5	LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJEC TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJEC FEDERAL FUND (67)
1										
5					PE		St. intersections in city of Klamath Falls (Upham & Oregon)			
5					ROW					
5					CONST (CODE) SAFETY 6201		"Oreg. Ave. (K. Falls) Section"	0.10	11,000	6,900
	CARD 1	CODE 1	PREPARED BY				PROJECT TOTALS	0.10	11,000	6,900
	1	14	PROGRAM APPROVAL DATES						(16) (23)(24)	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-18-71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Falls	ADT	8,200	12,300	91	08	Oregon	35	077	49-C

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			EHS		EHS-T-	5015(4)			

COUNTY NAME: Klamath — CODE: 035

ROUTE NO.: T — FEDERAL-AID — STATE: City Street — U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
in alls)						Gr., Dr., High type Pave., & Illumination
alls)						ROW 60' min., Access Control - none; parking restrictions - partial.
	0.10	11,000	6,900	2,050	2,050 (City)	
ECT ALS	0.10	11,000	6,900	2,050	2,050 (City)	

REMARKS

PE for this project programmed under Item 49-A, Project T-5015(2).

-OVER-

USCOMM DUSCOMM-DC 48908-P61

Existing Facilities:
Upham Ave. between Worden St. and Oregon Ave.: 24' to 40' curb section, 2 lanes.
Oregon Ave.: 34' to 40' curb section, 2 lanes.

NOTE: The above streets carry 2-way traffic.

Project Data: The proposed work is as follows:

Upham St. between Worden St. & Oregon Ave.: Grade, drain, high type pavement, concrete curbs to widen Upham St. to provide 36' curb section to allow one additional lane (W. Bd.) on the north side of the street. Provide channelization and necessary illumination at the intersection of Oregon Ave.

NOTE: The proposed channelization and illumination is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection of Upham St. and Oregon Ave. has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the intersection has experienced a high number of accidents. The proposed channelization and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at the intersection.

The proposed work qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Project", paragraph (a).

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA January 22, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation A
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State Cleari
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District 11
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Public Heari
PPM 20-8.

Access Contr

Parking Rest

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paragraph 6d

Data for PR-

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y under provisions of
erienced a high
the proposed illum-
bstantially the

der IM 30-5-71,

y 22, 1971.

reation Areas:

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 11 Clearinghouse Approval: No functioning Clearinghouse at this time and the State Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Access Control: None

Parking Restrictions: Parking prohibited on Upham Street.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Primary Type II System.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

11-18-71

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

| | | |

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

11-18-71

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

K. Falls (65)	ADT	8,100 13,500 8,200	FUTURE 12,100 20,200 (66) 12,300	YEAR (70)(71) 91 (72)	REGION (74) 08 (75)	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN. CODE 4 077 6	ITEM NO. (14) 49 (18)

FOR MISCELLANEOUS FUNDS ONLY

UTE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 T- 5015(2) 13

I PROJECTS ONLY

POST MI. (24) (26)	DESIG. 27

COUNTY NAME: Klamath — CODE 14 035 16

F.A. SYSTEM: Secondary & Primary Type II — RTE NO.: S & T — FEDERAL AID: 415 & 427 — STATE (32) 50 — U.S. (36)(37) (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda, Upham & Oregon)	0.10	3,000	1,900	550 550(City)	P.E., all phases, grade, drain, H.T. pave, curbs, illum., and traffic signals.
	0.10	65,000	41,200	11,900 11,900(City)	
PROJECT TOTAL	0.10	68,000	43,100	24,900	
St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda, Upham & Oregon)	0.10	3,000	1,900	550 550(City)	P.E., all phases, (future grade, drain, H.T. pave, curbs, illum., and traffic signals)
PROJECT TOTAL	0.10	(16) (23) 3,000	(24) (33) 1,900	1,100	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR AUTHORIZATION OF INDIVIDUAL PROJECT (PPM 20-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21	65	ADT		FUTURE (66)	(70)						
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28	62	NATL. FOREST (63)	(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)	(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72	73	PL A 74	
CARD 4	CLASS OF FEDERAL FUNDS [1]									COUNTY NAME			
	NAME OF URBAN AREA 17-31				F.A. SYSTEM								

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(1-4) (5)	18	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST SAFETY		Re-quested Re-vision ~~SAFETY~~	49-B	EHS-T-5015(3)	St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda)	0.00	54,000
										PROJECT TOTAL	0.00	54,000
5					PE ROW CONST SAFETY		RE-QUESTED REVISION	49-C	EHS-T-5015(4)	St. intersection in city of Klamath Falls (Upham & Oregon)	0.10	11,000
										PROJECT TOTAL	0.10	(16) 11,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:
1	COLUMN 14 ⟶ CODE 11	CODE 2	-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMEND
August 18, 1971	DATE: November 18, 1971	DATE
OTHER:	SIGNATURE	SIGNATURE
	Program & Planning Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

(65)	ADT		FUTURE YEAR (66) (70) (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)	
FOR MISCELLANEOUS FUNDS ONLY					PROJECT NUMBER		I PROJECTS ONLY		
TE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. (24) (26)	DESIG. 27
			COUNTY NAME						CODE 14 16
F.A. SYSTEM				RTE NO.	FEDERAL AID (32)	STATE (36)	U.S. (37) (41)		

TERMINI (54) (58)	MILES	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
St. intersections in city of Klamath Falls (Shasta & Washburn, Main & Alameda)	0.00	54,000	34,300	9,850 9,850(city)	Traffic signals, illumination and concrete traffic islands.
PROJECT TOTAL	0.00	54,000	34,300	19,700	
St. intersection in city of Klamath Falls (Upham & Oregon)	0.10 (16)	11,000 (23)	6,900 (24) (33)	2,050 2,050(city)	Gr., Dr., High Type Pavement, curbs and channelization.
PROJECT TOTAL	0.10	11,000	6,900	4,100	

REASON FOR CHANGE:

-OVER-

VISION REQUESTED	RECOMMENDED	APPROVED
, 1971	DATE	DATE
	SIGNATURE	SIGNATURE
ng Engineer	TITLE	TITLE

show both classes of funds involved.

USCOMM-DC 48903-P61

REASON FOR CHANGE: To split present project into three separate projects, as Item 49-A, Project T-5015(2), Preliminary Engineering; Item 49-B, Project EHS-T-5015(3), Installation of Traffic Signals and Illumination at two intersections; Item 49-C, Project EHS-T-5015(4), Gr., Dr., High Type Pavement (to widen) and illumination of one intersection. This action is being taken to facilitate the contracting of the physical construction and to allow programming and obligation as EHS Projects under IM 30-5-71 "Emergency Highway Safety Program", paragraph (a).

OREGON STATE
HIGHWAY DIVISION

11-10-71

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5015(2)
Washburn Way @ Shasta Way &
Alameda Avenue @ Main Street
City of Klamath Falls

NOTED
E. B. KLABOE

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of the installation of traffic control signals at two intersections. Two concrete traffic islands will be constructed at the intersection of Alameda Avenue and Main Street. All work will be performed within the existing right-of-way. There will be no change in access or parking.

The project is very minor in nature and is expected to have little social, economic or environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By
RICHARD BLADORN

for H. S. Cox
County and City Section Engineer

RECEIVED
NOV 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

Att.

cc: R. L. Porter
E. B. Klaboe
L. H. Young

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1971
ENGR. COOR. GE AE UE
UPE PE RE RPE

T

J. F. Hilton
C. G. Swenson
R. H. Chase
Tim Litchfield
J. R. Oaker

SUBJECT: Federal Aid Project No. T-5015(2)

Project Name Washburn Way @ Shasta Way and Alameda Avenue @ Main Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

N/A

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

N/A

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon,

this 2nd day of November, 19 71.

RECEIVED
COUNTY & CITY SECTION
NOV 12 1971
ENGR. COOR. GE AE UE
UPE CE RE RPE

City of Klamath Falls

Robert Eldridge
Mayor

Dave Fellers
Recorder

11-8-71

CC: F. B. CRANDALL
J. F. PUTNAM
C. G. SWENSON
R. N. CHASE
D. B. CARTER - FHWA

RECEIVED
COUNTY & CITY SECTION
- 1971
UPE CE RE RPE

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5015(2)
Project Name: Washburn Way @ Shasta Way and Alameda Ave. @ Main Street

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stock-pile these items at CITY STREET DIVISION SHOP We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at KLAMATH FALLS Oregon, this 5TH day of NOVEMBER, 19 71."

CITY OF KLAMATH FALLS

By V. H. Petty

Title DIR. PUBLIC WORKS

By _____

Title _____

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET — TELEPHONE 884-2161
AREA CODE 503 — ZIP CODE 97601

November 5, 1971

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Topics Project T-5015 (2) - Washburn Way at Shasta Way
Alameda Avenue at Main Street

Dear Mr. Bladorn:

In response to your request dated October 28th, I have enclosed one copy each of a salvage certificate and utility certificate executed by the appropriate public official for the subject project.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1971
☑ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SALEM, OREGON
November 4, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

Location/Design Approval
TOPICS Project T-5015(2)
Washburn Way @ Shasta Way and
Alameda Avenue @ Main Street
City of Klamath Falls
Phase I

Processing for location/design approval for the subject project is requested.

STUDY REPORT

LOCATION: The intersection of Washburn Way and Shasta Way and the intersection of Alameda Avenue and Main Street.

DESIGN: Install 5-phase traffic actuated traffic control signals at each intersection. Provide left-turn refuges. Construct concrete islands at northwesterly and southeasterly corners of Alameda Avenue and Main Street.

These signal installations will relieve traffic congestion problems and will allow for safer turning movements. The islands will serve to protect pedestrians and signal poles from traffic.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

SALEM, OREGON
November 4, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

TOPICS Project T-5015(2)
City of Klamath Falls

It is desired to split the above project into two separate projects. One project would be for the signal installations on Alameda Avenue at Main Street and on Washburn Way at Shasta Way. The other project will be for the widening on Upham Street. Due to design problems, the widening on Upham Street will be delayed; however, the signal installations should be accomplished as soon as possible.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
F. B. Crandall
F. L. Hall
V. D. Wolfe
L. W. Rulien
J. B. Boyd
J. F. Putnam

SALEM, OREGON
October 28, 1971

TOPICS Projects Schedule Changes

Mr. L. H. Young
Program and Planning Engineer
B U I L D I N G

Attn: Mr. B. L. Gifford

Please make the following changes in the schedule:

December 16, 1971

10. 9th St.-14th St. (Astoria) Section. Move to January 27, 1972.

January 27, 1972

9. Powell Blvd. at Hood Avenue (Gresham) Section. Move to December 16, 1971.

10. Columbia Blvd. at 18th & St. Helens Sts. (St. Helens) Section. Move to February 24, 1972.

11. 2nd St.-3rd St. (McMinnville) Section. Move to February 24, 1972.

12. Oak St. at 2nd & Park Sts. and Grant St. @ Williams St. (Lebanon) Section. Move to February 24, 1971.

March 30, 1972

11. Washburn Way at Shasta Way and Klamath Falls-Malin Hwy. at Main St. (Klamath Falls) Section. Move to January 27, 1972.

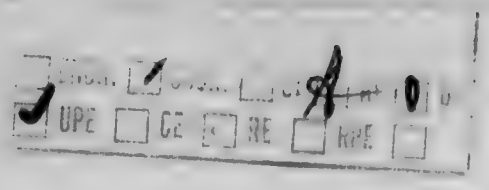
11. Oregon St.-11th St. (Klamath Falls) Section of Upham Street. Move to Later.

All of the above changes have the approval of the Traffic Section and Mr. Klaboe.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt



Mr. Roger H. Tutty
Director of Public Works
City Hall
Klamath Falls, Oregon 97601

October 28, 1971

Re: TOPICS Project T-5015(2)
Washburn Way @ Shasta Way
and Alameda Avenue @ Main Street

Dear Mr. Tutty:

Enclosed are two copies each of a right-of-way and utilities certificate and a salvage certificate for the subject project.

Please complete the forms and return one copy of each to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

ENGR. SURV. CE A RE UE UPE CE RPE

MEMO TO THE FILES

October 18, 1971

Re: TOPICS Project T-5015(2)
City of Klamath Falls

Met with: Roger Tutty, PWD, Klamath Falls
Dave Carter, FHWA
E. J. Dunn, OSHD

1. Shasta Way at Washburn Way-

City requests that signal installation be designed for future 4-lane with left-turn refuges on Washburn Way. Shasta Way to remain 2-lane without turn refuges.

2. Alameda Avenue at Main Street-

Recommend investigation into possibility of raised islands on northwesterly and southeasterly corners, with guardrails to protect signal poles and pedestrians. City indicates study shows average of 30 grade school age children use crossing morning and afternoon to reach school three blocks easterly of Alameda. These children wait in island area for pedestrian signal. Consideration should also be given to snow removal problems.

okied by Putnam by phone 11-22-71 B

Verbal OK from Kinsee B

When questioned about the possibility of installing temporary signals, Mr. Tutty said he would rather wait for the permanent signal installation as the present four-way stop signs probably work as well as the makeshift signals would.

3. Upham Street between Worden Street and Oregon Avenue-

a. Proposed widening will remove six trees along north side of Upham just south of Sargent Street.

b. Existing sidewalk in area of trees is 4 feet wide and is bounded by a 5-foot high stone wall.

c. Curbs on both sides of Upham are virtually non-existent due to pavement overlays.

d. Approximately 100 feet of guardrail exists on north side of Upham extending west from Worden.

e. There are two trees on south side of Upham near intersection with 11th Street.

f. Proposed 12-foot travel lanes might not allow adequate shy distance from curbs.

g. Narrow sidewalk bounded by curb and stone wall might prove hazardous to pedestrians.

h. Suggest investigation into possibility of widening on both sides to obtain more adequate travel lanes. Also possibility of widening sidewalk on north side of Upham to provide greater pedestrian safety.

i. Suggest more adequate striping (possibly double line) at intersection of Upham with 11th to compel drivers to remain in their own lane instead of cutting corner.

j. The question arose as to whether or not the proposed widening will accomplish the desired improvement in traffic conditions. Possibly the Traffic Section could investigate.

Mr. Tutty was approached about the possibility of splitting the project into two phases. He agreed this would be an acceptable way to go.

Phase I would be the two signal installations and Phase II the widening on Upham Street.

I suggest Phase I be scheduled for January 27, 1972, and Phase II for later.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

10/18/71

cc: F. B. Crandall
L. H. Young
J. F. Putnam

TRANSACTION NUMBER 8-63

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. ASBURRY'S AUGUST

TITLE: PLANNING & SPECIAL STU

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 49 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION / WOR
+7	T-5015(2)	0.10	68,000	43,100	SHASTA WAY, MAIN ST. AND OREGON AVENUE (KLAMATH FALLS) PRE ENG DRA PAV AND

4-18-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECE
COUNTY & CI
AUG
☐ ENGR. ☒ COOR.
☑ UPE ☐ CE

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-18-71	R. E. SIMPSON, DIVISION E

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in an tion on the part of the Federal Government to provide Federal funds for the undertaking.

ER 8-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

EQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	8-18-71

BY (Signature)
MR. ASBURRY'S AUGUST 9, 1971 LETTER

TITLE
PLANNING & SPECIAL STUDIES ENGINEER

FEDERAL FUNDS
☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 49 THRU ____

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.10	68,000	43,100	SHASTA WAY, MAIN ST. AND OREGON AVENUE (KLAMATH FALLS)	PRELIMINARY ENGINEERING, GRADE DRAIN, HIGH TYPE PAVEMENT, ILLUMIN ON AND TRAFFIC SIGNALS

ED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY
ON/DESIGN APPROVAL.

RECEIVED
COUNTY & CITY SECTION
AUG 0 1971
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

RECOMMENDED AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	8-18-71	R. E. SIMPSON, DIVISION ENGINEER

to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligaent to provide Federal funds for the undertaking.

GPO 927-954

7702
T-5015(2)

August 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 49, Project No. T-5015(2), "Shasta Way, Main Street, and Oregon Avenue (Klamath Falls) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

There is no functioning District II Clearinghouse at this time and the Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

Public Hearings are not required under provisions of paragraph 6c of PPM 20-8.

The signal and Illumination work to be accomplished under this project qualify as safety improvement under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO. 8-63

DATE SUBMITTED TO W.O. 8-9-71

FORM PR-1 (REV. 4-61)

FEDERAL-AI

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)					
	1	Street intersections in City of Klamath Falls			*	*					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. (74)		
	P.E., Gr., Pave & Traffic Signals							B-4			
CARD 4	CLASS OF FEDERAL FUNDS	TOPICS						COUNTY NAME			
	NAME OF URBAN AREA 17-31	Klamath Falls						ROUTE NO. T S	FEDERA 415		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJE TOTAL ESTIMATED COST (59)(66)	FEDERAL FUN (67)
1	(14-15)	(18)	41	42	43 46	53				
5	8-9-71 10			1	PE	3	St. intersections in City of Klamath Falls (Shasta & Washburn, Main & Alameda, Upham & Oregon)	0.10	3,000	1,900
5					ROW		"Shasta Way, Main St. & Oreg. Ave. (K. Falls) Section"			
5	30	N (11) (65)		3	CONST (CODE) Safety Y031 Y030 6201	3		0.10	50,000 15,000	31,700 9,500
								0.10	68,000	43,100

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

(16) (23)(24)

*See back for present & future ADT.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Falls	ADT	*	*	91	08	Oregon	35	077	49
(55)			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
				84		T-	5015	(2)		
(68)	(69)	(70)	(71) (72)	(73)	(74) (75)	14 23	7	13	(24) (26)	27

COUNTY NAME: Klamath — CODE: 035 (14) (15)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: T S — FEDERAL-AID: 415 & 427 — STATE: 50 & City St (32) (36) — U.S.: - (37) (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
0.10	3,000	1,900	550	550 (City)	P.E. all phases; grade, drain, H.T. pave, curbs, illum., and traffic signals
0.10	50,000	31,700	9,150	9,150 (City)	ROW 60' min.; Access Control - none; Parking Restrictions - partial.
0.10	15,000	9,500	2,750	2,750 (City)	
0.10	68,000	43,100	12,450	12,450 (City)	
(16)	(23) (24)	(33)			

*See back for present & future ADT.

REMARKS

Preliminary Engineering:
Field Work - $1,700
PS & E Prep. - 1,300
$3,000

-over-

USCOMM DUSCOMM-DC 46905-P61

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Shasta Way & Washburn Way	8,100	12,100
2. Main St. & Alameda Ave.	13,500	20,200
3. Upham & Oregon Ave.	8,200	12,300

Existing Facilities:

A. Each intersection as follows:

1. Shasta Way & Washburn Way (FAS 427): No traffic control signal.
   Shasta Way: 24' pavement, 2 lanes, no curbs.
   Washburn Way: 60' curb section, 4 lanes.

2. Main St. & Alameda Ave. (FAS 415): No traffic control signal.
   Main St. -East: 54' curb section, 2 lanes.
   West: 60' curb section, 2 lanes.
   Alameda Ave.: 64' curb section, 4 lanes with left turn refuge.

B. Upham Ave. between Worden St. and Oregon Ave.: 24' to 40' curb section, 2 lanes.
   Oregon Ave.: 34' to 40' curb section, 2 lanes.

NOTE: All the above streets carry 2-way traffic.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Shasta Way & Washburn Way: Install full traffic-actuated 2-phase (to be expandable to 4-phase) traffic control signal and necessary illumination.
3. Main St. & Alameda Ave.: Install full traffic-actuated multiple-phase (5-phase control) traffic control signal and necessary illumination.
4. Upham St. between Worden St. & Oregon Ave.: Grade, drain, high-type pavement, concrete curbs to widen Upham St. to provide 36' curb section to allow one additional lane (W. Bd.) on the north side of the street. Provide channelization and necessary illumination at the intersection of Oregon Ave.

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections (1. Shasta Way & Washburn Way;

2. Main St. & A
and actual accid
PPM 21-16, base
number of accid
the proposed illu
the number of ac

Additional Right-of-W

System Action: Ten

Railroads, Airports,

Relocation Assistanc

State Clearinghouse A
April 28, 1970.

District II Clearingh
State Highway Di
no district revie

Public Hearings: No

Access Control: Non

Parking Restrictions:

Control of Utilities:
the use by Utiliti
being prepared to

Data for PR-37: 70%
30%

2. Main St. & Alameda Ave. : and 3. Upham St. & Oregon Ave.) have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the three intersections have experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occuring at these intersections.

Additional Right-of-Way: None required.

signal.

System Action: Tentative FAP type II System approved by FHWA January 22, 1971.

gnal.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required

fuge.

rb

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District II Clearinghouse Approval: No functioning Clearinghouse at this time and the State Highway Division has been informed by the State Clearinghouse there will be no district review of this project.

-phase (to be
llumination.

iple-phase
nination.

ain, high-type
6' curb section
e street. Pro-
section of

'Safety
ate Highway
rn Way;

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Access Control: None

Parking Restrictions:
1. Parking prohibited on east side of Washburn Way.
2. Parking prohibited on Alameda Avenue.
3. Parking prohibited on Upham St.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 70% of project is on FA Secondary System.
30% of project is on FA Primary type II System.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 22, 1971

CITY: KLAMATH FALLS SECTION: Shasta Way, Main St., & Oregon Ave.

PROPOSED WORK: Signals, widening, channelization, & illumination.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	65,000	39,000	13,000	13,000	
P.E.	3,000	1,800	600	600	
		FIELD 1,700		P.S.& E. Preparation	1,300

EXISTING FACILITIES:

Shasta Way:	24' pavement, no curbs, 2 lane.
Washburn Way:	60' curb to curb, 4 lane.
Main Street:	60' west, 54' east, curb to curb, 2 lane.
Alameda Avenue:	64' curb to curb, 4' median, 4 lane with left and right-turn refuges.
Oregon Avenue:	34'-40' curb to curb, 2 lane.
Upham Avenue:	24'-40' curb to curb, 2 lane.

PROJECT DATA:

Install full traffic actuated traffic control signals on Washburn Way at Shasta Way and on the Klamath Falls-Malin Hwy. (Alameda Avenue) at Main Street.

Widen Upham Street to 36 feet between Worden Street and Oregon Street and provide intersection channelization at Upham and Oregon Streets.

Provide necessary intersection illumination.

PROJECT NO.: T-5015( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA January 22, 1971.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAS 427 (Washburn Way), FAS 415 (Alameda Avenue). See SU 476(4).
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 11 CLEARINGHOUSE APPROVAL: NA (No clearinghouse agency.)
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: No parking allowed on east side of Washburn Way.
No parking allowed on Alameda Avenue.
No parking allowed on Upham Avenue. See enclosed maps.
ADT:
See enclosed map.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

Form K-37

K. FALLS

OREGON STATE HIGHWAY DEPARTMENT
AUTHORITY FOR SURVEY

T.

Section Shasta Way, Alameda Avenue and Upham Street Date July 9, 19 71

Highway Streets and Roads Authorization No. 1

County Klamath Region 4 Survey Prefix 18-0601 (Assigned by Salem office)

Description of termini, route, length, etc.:

Shasta Way at Washburn, Alameda at Main, and Upham at Oregon Avenue, city of Klamath Falls.

RECEIVED
COUNTY & CITY SECTION
AUG 23 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS

Purpose of survey:

Prepare plans and specifications for installation of traffic signals at Shasta Way and Washburn, at Alameda and Main, and for widening and signals at Upham and Oregon Avenue.

E.J. Dunn
Old Shop Bldg.
882-1390

Estimate of cost:

Field Survey	(901)	~~2,000~~ 1500
Final Design	(905)	250
Traffic	(911)	800
Specifications	(921)	250

T 5015(2)

2800-

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ ~~3,800.00~~

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P. L. Carstensen
~~Field Engineer~~
Location Office Engr.

Recommended for Approval:

Division Engineer

Recommended for Approval:

Design ~~Division~~ Engineer

Approved:

Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 8-18 71
FED. - AID F STATE
BEN GIFFORD

NOTED
DON HARWELL

ENGR. ☐ GEOL. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

June 22, 1971

Mr. Lawrence C. Casey
City Manager
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Casey:

The State Highway Commission today approved your requests for TOPICS projects for signal installation and street widening and for development of an Areawide TOPICS Plan by a consultant.

Attached for your information are summaries of these projects.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you agreements to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc F. B. Crandall
J. F. Putnam

CITY OF KLAMATH FALLS
Proposed TOPICS Project

Shasta Way, Main Street, and Oregon Avenue (Klamath Falls) Section, Washburn Way (FAS 427), Klamath Falls-Malin Hwy. (FAS 415), and Upham Street (FAP Type II). Signals, widening, channelization, and illumination, $68,000.

Install full traffic actuated traffic control signals on Washburn Way at Shasta Way and on the Klamath Falls-Malin Hwy. (Alameda Avenue) at Main Street.

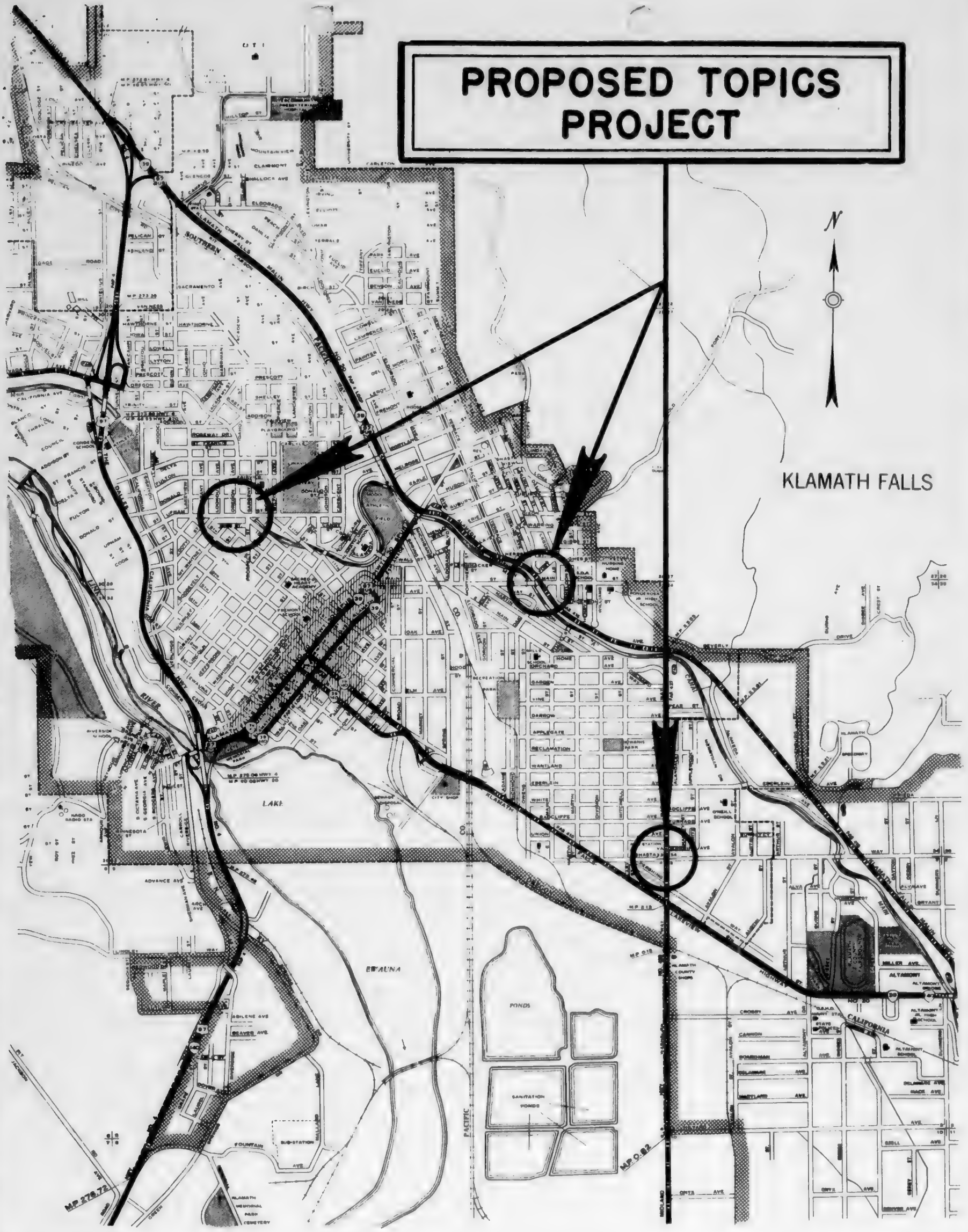
Widen Upham Street to 36 feet between Worden Street and Oregon Street and provide intersection channelization at Upham and Oregon Streets.

Provide necessary intersection illumination.

A public hearing will not be required.

71-d
6/3/71

PROPOSED TOPICS PROJECT



June 14, 1971

Mr. Lawrence C. Casey
City Manager
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Casey:

The request submitted by the City of Klamath Falls for a TOPICS project on Shasta Way, Main Street, and Oregon Avenue will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $68,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

K. FALLS

6-1-71

#1. Washborn Way @ Shasta Way — $ 24,000

2 phase actuated (4 phase capibilities) Traffic Signal

#2. Alameda Ave @ Main St. — $ 30,000

5 phase actuated Tr. Signal.

#3. Ore. Ave @ Upham St. — $ 11,000

Widening & Channelization.

P.E. (4.6%) 3,000

$ 68,000

6-1-71

OK with John Schultz

LH.

HARNEY COUNTY
PROPOSED PROJECT (1970 FUNDS)

FAS 824, Sod House Lane: Frenchglen Highway--Malheur Wildlife Refuge Headquarters Section, Grade, Drain, Base and Pave. 5.8 miles, $350,000.

Grande, drain, base and place an oil mat wearing surface for a roadway on improved alignment with a top width of 28' having two 12' travel lanes and 2' shoulders. No additional right-of-way. County has a suggested material source. Utilities are involved.

State will prepare plans and specifications.

County will make survey and will alter structure to match new alignment and grade.

Hearing not necessary.

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-3161
AREA CODE 503 ... ZIP CODE 97601

May 21, 1971

Richard Unrein
Urban Engineer
Oregon State Highway
405 State Highway Building
Salem, Oregon

Re: Topics Project Request

Dear Dick:

The attached report consists of a request for three Topics Projects. Two of the projects involve signalization; the third project involves channelization and widening. The estimated total cost of the requested project amounts to $40,000. I previously transmitted to you our request to have the area-wide Topics Plan prepared with topics money. This is estimated to cost approximately $14,000. The total amount of $54,000 will obligate the 1969-70 funds allocated to the City of Klamath Falls. We presently are developing data for additional Topics Projects. We expect to have these requests in your hand prior to the dead line set for the 1970-71 funds.

Please let me know if you need any additional information to process our request. I presume the Agreement for the Consultants work on the Topics Plan is under consideration by the Highway Departments.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

Enclosure

RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Main St. & Alameda A.E.
Send copies of all correspondence to C.E.

TOPICS PROJECT REQUEST

1. Shasta Way at Washburn Way
2. Alameda Avenue at Main Street
3. Oregon Avenue at Upham Street

May 1971

Department of Public Works
City of Klamath Falls
Oregon

RECEIVED
COUNTY & CITY SECTION
MAY 24 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

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Project No. 2	
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Project No. 1	
Project No. 2	
Project No. 3	

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 18, 1971

Name of City Klamath Falls

Major Street Name

Section Name 1. Shasta Way at Washburn Way
2. Alameda Ave. at Main Street
3. Oregon Ave. at Upham Street

Location of Project (Attach sketch map) Length

* On Which System? Primary I _____ Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: See Section VII - 1 ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

* Explain

General description of proposed project:

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: (1) Intersection: Shasta Way - Washburn Way
(2) Intersection: Alameda Ave. - Main Street

2. Type: a. Traffic Control X
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

* See Attached Sketch and Descriptive Report

c. Caution _____
d. Drawbridge _____
e. One-direction _____
f. Other _____

3. Number of Phases:
   a. Two (1) Shasta - Washburn: To be expandable to Four Phase
   b. Three _____
   c. Multiple (2) Alameda - Main: Five Phase Control

4. Is interconnection for coordination necessary? No Remarks: When supervised flexible coordination for South 6th Street is provided these proposed signals should be interconnected.
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire X (Proposed)
   c. Signal Bridge _____

6. Paint Color Desired: Aluminum poles and hardware including signal heads except for dull black face, backboard, and louvers

7. Present Signalization: _____
   (1) and (2) : None at these intersections

8. Other Remarks: (1) ProposedShasta - Washburn signal is 800ft ± from existing signal at 6th and Washburn (2) Proposed Alameda-Main signal is 3000 ft ± from existing signal at Alameda and Esplanade

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: (1) With Signals
   (2) With Signals
   (3) With Channelization

2. Type: a. Mercury Vapor X
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II X
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 X (21,000 Lumens)
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: See Sketch

6. Maintained Intensity: 1.5 - 2.0 Foot Candles

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. X
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood (3) Where joint use with power poles
   b. Steel (1) & (2) Where joint use with signal poles
   c. Aluminum _____

10. Operating Voltage: a. 120 X (Fixture)
    b. 240 X (System)
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead X
    b. Underground _____

12. Present Illumination: (1) See Sketch
    (2) Under construction by OSHD
    (3) See sketch

Footnotes:

* III. CHANNELIZATION OR WIDENING DATA:

1. Location: (3) Oregon Ave. at Upham Street

2. Desired Work: Provide raised and painted channelization to give better definition to intersection traffic movements; widen 450 ft ± of pavement

3. Typical Cross Section:

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) Standard
   b. Exposure 6 inches
   c. Width between curbs varies ft.
   d. Desired curb radius varies ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: 3" AC Surface with 10" Base Rock

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type P.C.C.
   d. Location: (1) Adjacent to signal poles
   (3) On South edge of island to provide cross walk continuity and pedestrian storage (2) At NE & SW corner of intersection

Footnotes:
* See attached sketch and descriptive report

IV. STRUCTURE DATA: NOT APPLICABLE

1. Location: _____

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 150 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

* 8. Are utilities on existing right-of-way by: Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:

* See attached sketch and descriptive report

Utility companies are: Pac. N.W. Bell
Calif. - Pacific Utility Co.
Pacific Power and Light
Oregon Water Corporation
So. Oregon Cable TV Co.

T-1-69
(rev. 12-70)

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

* VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 54,000 (1969-70 Allocation)
(Federal + State + City)

2. Estimated Cost of Requested Project $ (1) $15000; (2) $20,000; (3) $5000

3. Date Match Money is Available: Currently budgeted - available immediately

4. Will there be any 100% City money? Yes
(Non-participation items)

5. Maximum Amount of 100% City Money: $ As required for signing, striping, illumination

* Footnotes: Topics area-wide plan expected to cost $14,000.

T-1-69
(rev. 12-70)

* VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Consultant selection has been made, proposal received and submitted (with revisions) to OSHD with resolution and proposed draft Agreement. Plan to be completed in 365 days

2. Existing Conditions Necessitating This Proposed TOPICS Project:

3. This Project Would Accomplish the Following:

This application is not complete unless a sketch map showing the location of the project is attached.

The Klamath Falls City Council on the 15 day of June, 19 71, adopted Resolution No. _____ or Ordinance No. 5760, as the case may be, requesting this TOPICS project.

By _____

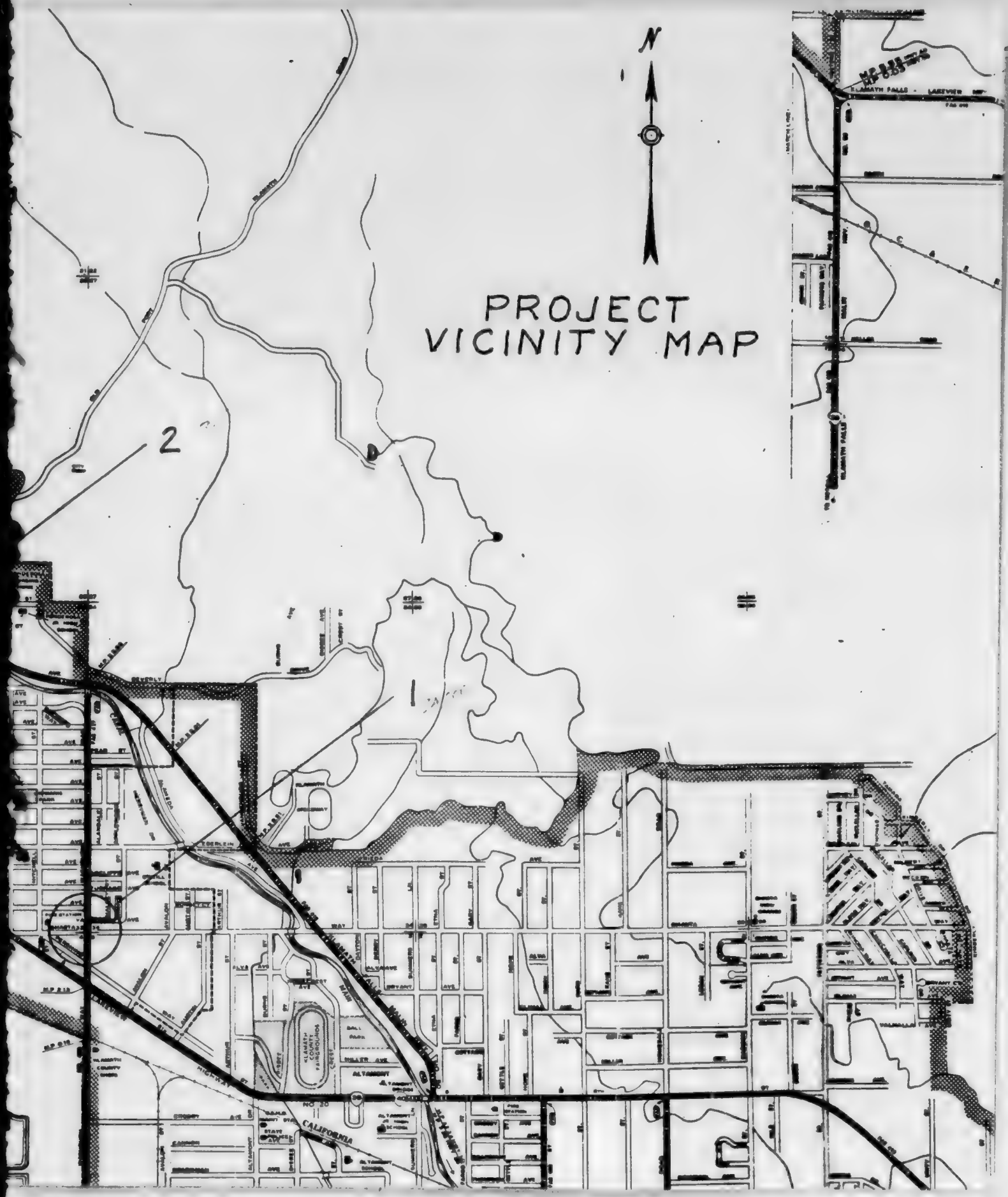
By _____

* See attached sketch and descriptive report

T-1-69
(rev. 12-70)

3
2
LAKE
EWAUNA

PROJECT VICINITY MAP



Project Description

The attached Topics Project Request Form proposes three projects designed to increase capacity and/or safety of city streets as follows:

(1) Intersection signals for Shasta Way at Washburn Way (FAS 427).
(2) Intersection signals for Alameda Avenue (FAS 415 State Highway No. 50) at Main Street.
(3) Channelization and widening for intersections common to Oregon Avenue and Upham Streets.

Projects #1 and #2 are presently not signalized. If approved, project #1 would provide a two phase signal which would be expandable to four phase. Project #2 would provide a five phase signal. Project #3 would provide better definition of required traffic movements and increase street capacity.

Conditions Justifying Project

Project #1 - Shasta at Washburn:

The attached data titled "Traffic Signal Warrants", indicates conditions at this intersection.

Washburn Way serves as a N-S arterial between South Sixth Street (FAS 410) and Alameda Avenue (FAS 415). Traffic generated south and east of the CBD utilizes this street as a means of avoiding congestion in the CBD to reach points north and west of the CBD. There is significant industrial expansion under construction, or contemplated, south of the intersection which will increase the traffic load on this street in the future.

Shasta Way is the main E-W arterial between the CBD and the unincorporated urban area to the east. It serves approximately 20% of the present residential population of the unincorporated area. A regional type shopping center (Shasta Plaza), located approximately 1/4 mile east of the intersection, serves as a major traffic generator using the intersection. Continued residential development of existing platted areas north of Shasta Way near its eastern terminus indicates increasing traffic use of this arterial.

Project No. 2 - Alameda at Main

The attached data for "Traffic Signal Warrants", indicates conditions at this intersection.

Alameda Avenue serves as the easterly bypass route for N-S traffic which avoids the CBD. This section is presently under construction and when completed will provide route continuity between South Sixth Street (FAS 410) and the junction with FAP 4 near the northerly City limits. This construction work, in conjunction with sanitary sewer construction work started in July, 1970, may explain the favorable accident history for the

1970 calendar year.

Main Street serves as one of two arterial routes between the northeasterly part of the City and the CBD. A junior high school, an elementary school, and a nursing home are located approximately 1000 feet east of the intersection. These currently serve as the major local traffic generators. Upon completion of the current construction work on Alameda Avenue, Old Fort Road traffic will also be routed via Laguna Street to this intersection.

Project No. 3 - Oregon at Upham

The intersection of Oregon at Upham collects traffic for two major N-S routes within the City. Both Prospect to the south and 11th Street to the east provide major routes to the CBD. 11th Street continues south through the CBD and terminates at the industrial warehouse area of the City.

There is a tendency for south bound traffic on Oregon Avenue to encroach on the opposing traffic lane when entering the intersection of Upham. This not only restricts the opposing lane of traffic but provides a large conflict area for west bound through movements on Upham. This encroachment is the result of the motorists' desire to short-cut their route of travel to reach Prospect Street and/or 11th Street.

The intersection of Upham with 11th Street is restricted by the 24' curb-to-curb width of the intersection legs. Upham to 11th Street truck traffic tends to swing the 190' radius corner in a wide arc to accommodate the tracking of the rear wheels. 11th Street to Upham traffic tends to swing the corner in a short arc, presumably shying away from the curb line on the north side of Upham. Evidence of previous conflicts between opposing lanes of traffic exists in the form of traffic having broken down the curbing on the southwesterly side of the corner, and the marking of the north curb line with guard rail.

The general area of the project generates pedestrian and vehicular traffic. Two food markets and related service type businesses are located immediately north of the Oregon-Upham intersection. An elementary school is located one block north of the Sargent-Upham intersection. During 1970 three accidents occurred at Oregon and Upham and one occurred at Prospect and Upham. No accidents were recorded at 11th and Upham. The ADT volume is shown on the attached sketch.

Anticipated Benefits of Project

It is expected that the proposed projects will increase capacity and improve the safety at their respective locations. Signal control of the intersections proposed in Project #1 and #2 should correct or substantially reduce the number of angle type accidents.

Project #3 should give better definition to the intersection at Oregon and Upham. The 450 feet of widening on Upham will increase the width of traveled way from 24' to 36'. This will provide for unobstructed through traffic movement in the right hand lane from 11th Street to Oregon Avenue. It will also provide inside lane continuity for traffic making a left turn onto Prospect Street from Upham, or making a through movement on Upham at the Oregon Avenue intersection. The widening should also relieve the curb encroachment problem adjacent to the 190' radius near the intersection of 11th street with Upham.

TRAFFIC SIGNAL WARRANTS

For Intersection of

SHASTA WAY WITH WASHBURN WAY

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	500	510
(b) Vehicles per hour on higher-volume minor street approach	150	200
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	900	510
(b) Vehicles per hour on higher-volume minor street approach	75	200
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	N..A.
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	
4. Progressive Movement	Not Applicable	
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	6

Remarks: There were a total of eight accidents at this intersection during 1970, of which six were of the angle type which are susceptible of correction by traffic signal control. Three of these involved personal injury (2 major injury). Four accidents occurred after completion of the improvement on Washburn Way. (Oct. 1, 1970) This signal is proposed to be of full actuated type but nearly meets warrants for a pretimed signal.

* **Observed Conditions:** Average volumes for eight highest-volume hours

TRAFFIC SIGNAL WARRANTS

For Intersection of

Alameda Avenue with Main St.

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	710
(b) Vehicles per hour on higher-volume minor street approach	200	225
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	900	710
(b) Vehicles per hour on higher-volume minor street approach	100	225
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	NA
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	
4. Progressive Movement	NA	
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	1

Remarks: This intersection exceeds the minimum Vehicular Volume Warrants for pretimed signal control. Alameda Ave. to Southeast of this intersection is presently under construction with the widening to provide for two through lanes plus median left turn lanes. Increased use of Alameda will result from the improvement.

* Observed Conditions: Average volumes for eight highest-volume hours

SHASTA WAY

60' R./W.

24'

24'

12" R. 8" VG

12" R. 8" VG

12" R. 8" VG

12" R. 8" VG

15'

12" R. 8" VG

12" R. 8" VG

12" R. 8" VG

SHASTA WAY

24'

24'

30'

88' R/W.

WASHBURN WAY

PARKING

14'

12'

12'

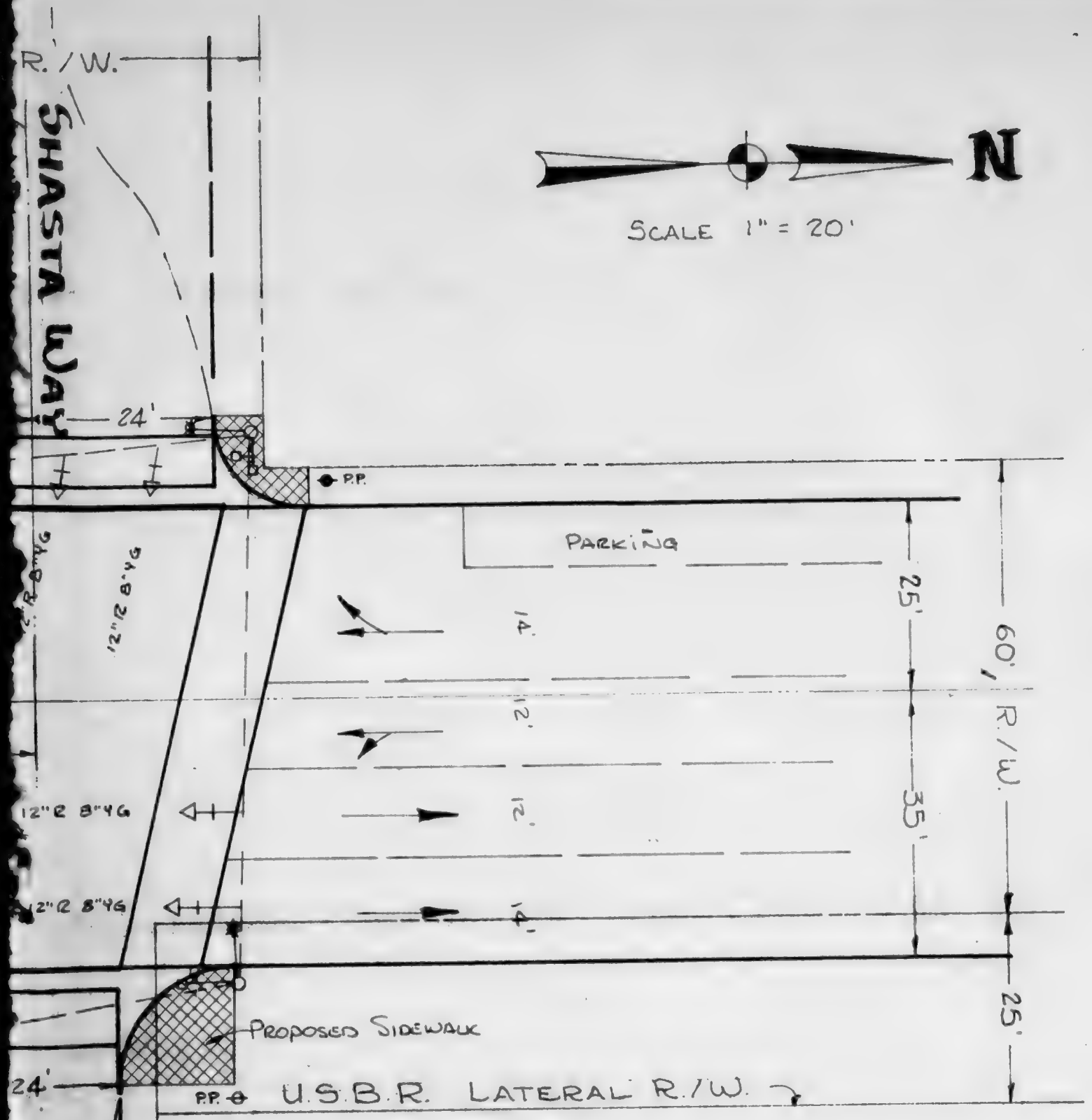
14'

25'

35'

60' R/W.

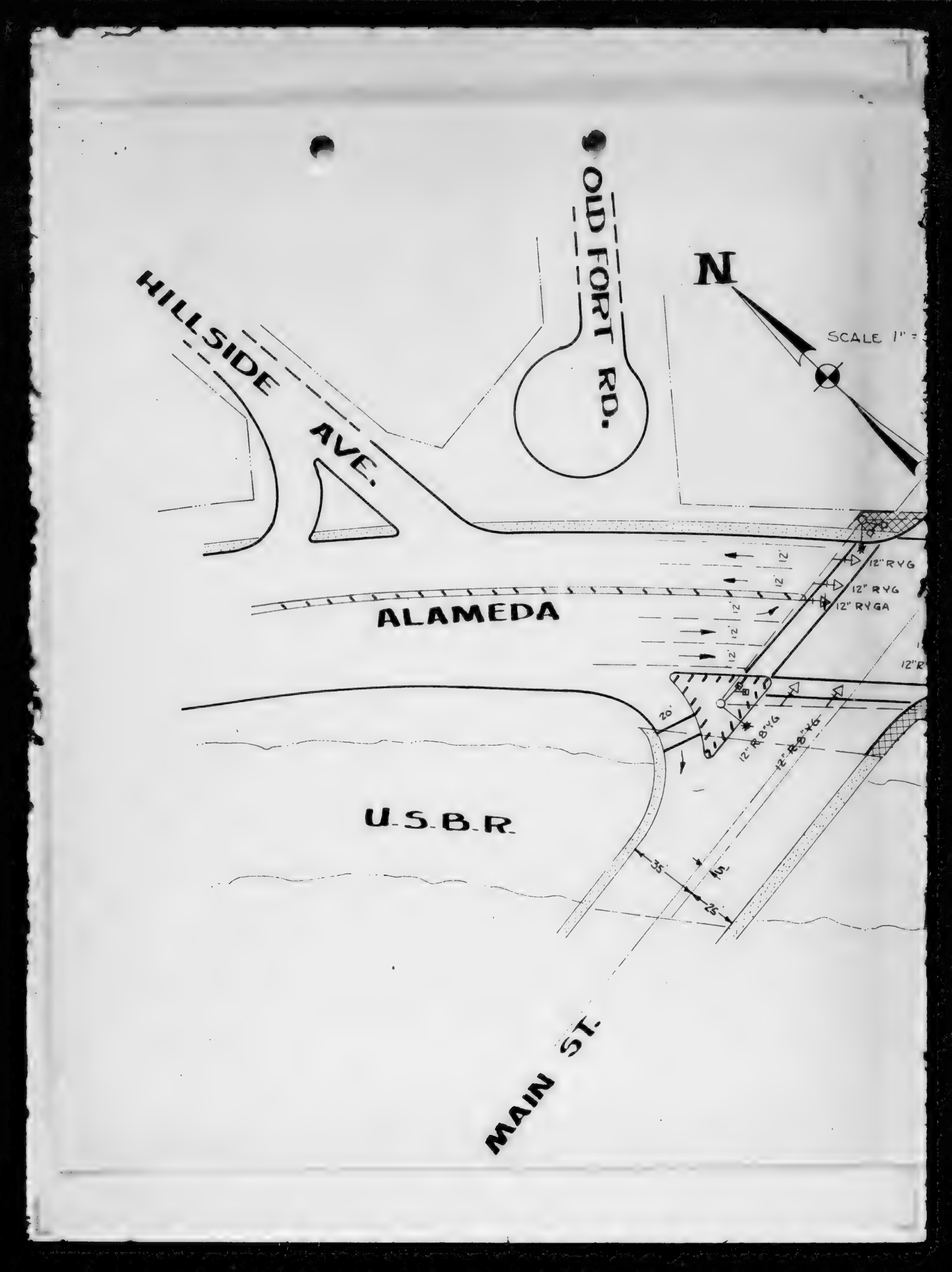
10' ENCROACHMENT EASEMENT

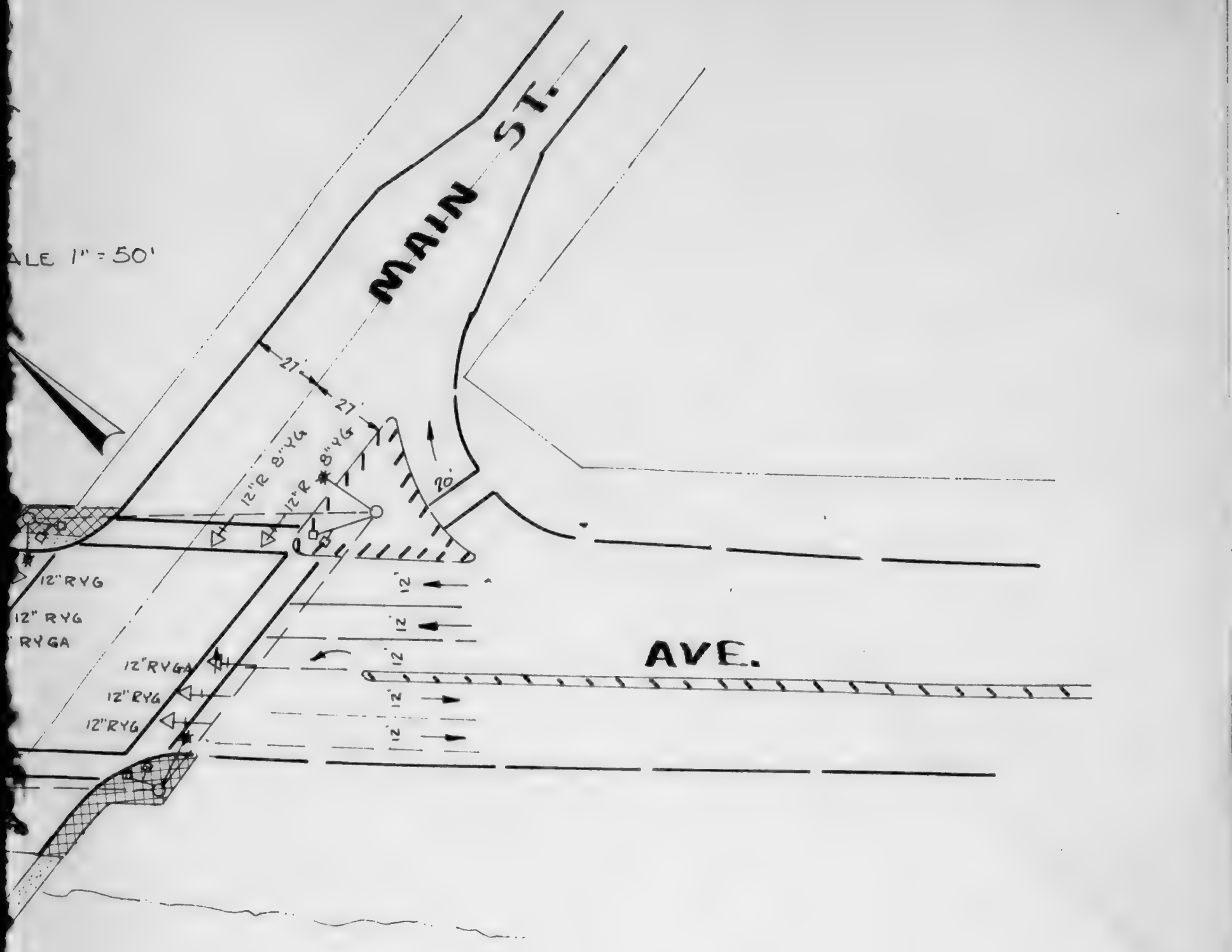


PROPOSED TRAFFIC SIGNAL INSTALLATION AT INTERSECTION OF SHASTA WAY WITH WASHBURN WAY

5-11-71

P.P. - EXIST. LUMINAIRE


OLD FORT RD.
HILLSIDE AVE.
N
SCALE 1" =
ALAMEDA
12" RYG
12" RYG
12" RYGA
12" R
12" RBY46
12" RBY46
20'
12'
12'
12'
12'
U.S.B.R.
35'
45'
25'
MAIN ST.



"A" CANAL

PROPOSED TRAFFIC SIGNAL INSTALLATION
AT INTERSECTION OF
ALAMEDA & MAIN STREETS
5-11-71

EHS-T-5017(3) Oak St. at 2nd and Park Sts., & Grant St. at William St. (Lebanon) Sec. (Traf. signal) 1972

#7703

CVA 4362 11-12-71

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Lebanon
City Hall
Lebanon, Oregon 97355
Attention of Mr. Robert E. Noren
City Administrator

Request No. (assigned by staff engineer or head of division) CC 1489

Date June 9, 1975

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Projects T-5017 (2) and EHS-T-5017 (3)
Oak Street at 2nd and Park Streets and Grant Street at Williams Street.
City of Lebanon
Covered by Agreement dated 11/11/71
Contract No. 7703

Itemized Statement: CLR-DT File No. 501703 Advance Deposit $7,200.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$7,200.00	
		Amount Previously Transferred	6,200.00	
				$1,000.00
		City's share per attached sheet	$6,763.21	
		Amount Previously Transferred	6,200.00	
				563.21
		REFUND DUE CITY		$ 436.79
		ATTACH ITEMIZED STATEMENT TO INVOICE		

If payer has made payment for this service, indicate the amount of payment. $.....

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $7,200.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $6,200.00

Give the number of the last previous request in connection with this same service. CC 1327

Credit distribution:
22-0603-299 $380.37
22-0604-299 $182.84

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
.....
Division Engineer

Approved:
.....
Department Head or Staff Engineer

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ PE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 9, 1975

CITY Lebanon **Contract No.** 7703 **Date Completed** 1/19/73

PROJECT ~~T~~EHS-T-5017(3) T-5017 (2) **Section** Oak St. @ 2nd & Park Sts. & Grant St. @ Williams St.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$30,200.00
Construction Engineering	3,710.20
Preliminary Engineering	1,934.23
Audit Expense	51.60
TOTAL PROJECT COST	$35,896.03
Federal Aid Funds Collected:	
Preliminary Engineering	1,225.08
Construction	$21,144.53
Amount to be shared by State & City	$13,526.42
City share per agreement dated 11/11/71:	
50% of $13,526.42	$ 6,763.21
City's advance deposit 2/25/72	7,200.00
BALANCE TO BE REFUNDED TO CITY	$ 436.79

Reference: **Billing Form** CC 1489

(MEMORANDUM) nal Voucher

APPROVED BY COMPTROLLER GENERAL, B. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Building Salem, Oregon

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5017 (2) LEBANON

VOUCHER PERIOD: FROM 9-17-71 TO 1-26-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$1,985.83	$1,927.44	63.56%	$1,225.08	$950.00	$275.08	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$275.08

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

ST ENT OF COSTS INCURRED UNDER PROJECT EMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	OAK ST. AT 2ND AND PARK STS. & GRANT ST. AT WILLIAMS ST.					
	(LEBANON) LINN COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All	Required		$1,927.44	
	Total Preliminary Engineering Cost				$1,927.44	
	Total Participating Cost				$1,927.44	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$ 6.79	
	Audit Expense	All	Required		51.60	
	Total Nonparticipating Cost				$ 58.39	
	Total Cost				$1,985.83	

AMOUNT CARRIED FORWARD.....

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

O.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS ~~Treasurer of the State of Oregon~~

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE ~~Oregon~~

FEDERAL AID PROJECT NO. ~~LHS-T-5017(3)~~ LEBANON

VOUCHER PERIOD: FROM ~~1-26-72~~ TO ~~11-5-73~~

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$33,910.20	$33,220.00	63.65%	$21,144.53	$21,005.00	$139.53	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$139.53

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oak St. At 2nd And Park Sts. & Grant St.					
	At Williams St. (Lebanon)Section					
	Linn County					
	Construction					
	Type Code Y031 (City Streets)(Contr. 7703)					
	Final Contract Payment Summary	Lump Sum			$30,200.00	
		Total Construction Cost			$30,200.00	
	Construction Engineering					
	State	All Required			$ 3,020.00	
		Total Participating Cost			$33,220.00	
	Nonparticipating Items					
	Construction Engineering	All Required			$ 690.20	
		Total Nonparticipating Cost			$ 690.20	
		Total Cost			$33,910.20	

AMOUNT CARRIED FORWARD.....

GPO 914-021

[illegible] 1,6
[illegible] 1,1
2,9
** JOB TOTALS ** ** 2,9

[illegible]-FERRY-CONST STS(LEEVWD CONT NO 7703 & FA PROJ NOS T 517003 100
[illegible] 1
[illegible] 13
[illegible] 65
[illegible] 65
** JOB TOTALS ** **

S P BLVD-FERRY ST(ALBANY) CONT NO 7701 & FA PROJ NOS T 501002 100
[illegible] 1

[illegible] TO DATE JOB COST SUMMARY

APRIL 197[illegible]

[illegible]CRIPTION OF JOB OR DEPARTMENT

PREFIX	FUNCTION	CR	CURRENT MONTH	FISCAL YEAR TO DA
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		813.
[illegible]	[illegible]	[illegible]		813.
[illegible]	[illegible]	[illegible]		1,429.
[illegible]	[illegible]	[illegible]		1,4[illegible]5.
[illegible]	[illegible]	[illegible]		[illegible]
[illegible]	[illegible]	[illegible]		1,4[illegible]

			TOT	P1					
		** JOB TOTALS **			**		**		
ONT NO 7707 * FA PROJ NOS T		517003 100							
			TOT	P1					
			TOT	N1					
		** JOB TOTALS **			**		**		
ONT NO 7791 * FA PROJ NOS T		501002 100							
022	0605	201	00	P 1				111,920.76	

APRIL 1975 PAGE 26

PREFIX		FUNCTION		CR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
022	0605	201	00	N	1			
022		273	01	P	1			
		273	01	N	1			
				N	9		813.76	
				N	9		813.76CR	
				N	9			
				P	1		1,429.39CR	
				N	1		1,[illegible]5.97	1,[illegible]5.36
				P	1		[illegible]CR	
		TOT	P1				1,[illegible]3.18	
		TOT	N1					

T

MAYOR:
RICHARD H. RENN

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WARREN GILL

CITY HALL — LEBANON, OREGON
925 MAIN STREET 97355
PHONE 258-3185

COUNCILMEN:
JOHN RICHARD
LYLE WINTERS
JOE McPHERSON
ROSS JACKSON
KENNETH SWANSON
ARTHUR DENKER

December 24, 1973

RECEIVED
COUNTY & CITY SECTION
DEC 26 1973
ENGR. COOR. CE AE UE
UPE CE RE RPE

Oregon State Highway Division
County & City Section
Highway Building
Salem, Oregon 97310

Gentlemen:

As a part of TOPICS Project T-5017 (2), an electrified traffic signal was installed at the intersection of Oak Street and Second Street in the City of Lebanon. From a review of the TOPICS Agreement it would appear that maintenance and upkeep of this unit is a City responsibility. Since, however, my staff is without expertise in the workings and adjustments of the timing or synchronizing mechanism it is respectfully requested that if at all possible, we be advised or shown how to adjust the mechanism so as to facilitate the East-West traffic movement on Oak Street through at least the Second Street and Main Street signalized intersections.

Respectfully requested,

Robert E. Noren

Robert E. Noren
Administrator

REN:zl

CC: Bob Judson - Please Contact Mr. Noren
Dick Bladorn

Federal Aid Projects

F.A. No.	Cont #	Prefix	Description	F.A. Funds	Date F.
F-121(4)	7631	4-1005	Fern Hill Section Section	116,978.75	1/24/7-
F-RS-60(3)	7331	118-1017	Geary Ranch-Green Springs Interch. Sec.	1,288,936.22	
F-5-1(72)36	7415	615-1044	Rock Point-Seven Oaks Section	1,716,291.53	
F-80N-1(4)00	P.E.	626-1927	Union Ave - Sundial Section		
"	"	626-1941	" " " "		
"	"	626-1978	" " " "	150,316.60	
"	"	626-1998	" " " "		
T-5004(1)	"	1-0601	City of Baker (Urban Area) TOPICS Pl	1,943.93	
T-5006(2)	"	6-0601	Wasson St. & 10th & Market Ave (Coos Bay)	2,506.56	
T-5011(1)	"	34-0604	Forest Grove Areawide TOPICS Plan	3,396.75	
T-5014(1)	"	34-0607	Hillsboro Areawide TOPICS Plan	5,661.14	
T-5017(2)	"	22-0603	Oak St. at 2nd & Park St's & Grant St. (Lebanon)	1,225.08	
T-5018(1)	"	36-0601	2nd. St. - 3rd. St. (McMinnville)	881.92	
T-5019(2)	7496	15-0602	Biddle Rd. - Crater Lake Ave. (Medford)	20,185.66	
T-5027(1)	P.E.	5-0602	St. Helens Areawide TOPICS Plan	2,928.06	
T-5027(2)	P.E.	5-0601	Columbia Blvd. at 18th & St. Helens St.	1,514.31	

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

1-9-73

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

EHS-T-5017(3)

VOUCHER PERIOD: FROM 1-26-72 TO 11-9-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$33,910.20	$33,220.00	63.65%	$21,144.53	$21,005.00	$139.53	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$139.53

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Oak St. At 2nd And Park Sts. & Grant St.					
	At Williams St. (Lebanon) Section					
	Linn County					
	Construction					
	Type Code Y031 (City Streets)(Contr. 7703)					
	Final Contract Payment Summary		Lump Sum		$30,200.00	
			Total Construction Cost		$30,200.00	
	Construction Engineering					
	State		All Required		$ 3,020.00	
			Total Participating Cost		$33,220.00	
	Nonparticipating Items					
	Construction Engineering		All Required		$ 690.20	
			Total Nonparticipating Cost		$ 690.20	
			Total Cost		$33,910.20	

AMOUNT CARRIED FORWARD...

FORM PR-20A (6-71)

GPO 914-021

Summary of Completed Federal Aid Work

Oak St. at 2nd and Park Sts. & Grant St. at Williams St. (Lebanon)Section

EHS-T-5017(3)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals	Y031	$33,910.20	$21,144.53	0.00 Mile

EXCERPT FROM COMMISSION MEETING MINUTES
September 19, 1973

EHS-T-5017(3)
Prefix: 22-0604

Item: 4i(3)

General Service Electric, Inc., Contract No. 7703, on Oak Street at Williams Street in Lebanon, Linn County, requested an extension of 112 days.

The Commission concirmed an extension of 112 days, which will delete all liquidated damages. Federal Highway Administration concurred on August 30, 1973.

njc

STATE COPY

#4-1-13

11-1-13

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/7/73	P. V. Riedl, Area Engineer		BIS T-5017(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1/19/73	4/25/73	100 %	200
APPROVED EXTENSIONS	**LOCATION**		
See below	City streets of Lebanon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OAK ST. AT 2ND & PARK ST. & GRANT ST.
AT WILLIAMS ST. (LEBANON) SECTION
City Streets in Linn County
Traffic Signal Installation

The project is located in Lebanon, Oregon and consisted of traffic signal installation on Oak Street at 2nd and Park Streets and Grant Street at Williams Street.

The project was completed on January 19, 1973 with the contractor using 312 calendar days to complete the project. The original contract time was set up for 200 calendar days. A time extension request for 112 days has been approved and no liquidated damages assessed.

Final contract cost was $29,850 which was the lump sum set up on the project. A price agreement comprised the remaining portion of the increase. Information on the overruns and underruns are on file in the Division office.

11-14-73 City Work

RECEIVED
STATE HWY ENGR
NOV 13 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by P. V. RIEDL		SIGNATURE: Original signed by C. K. Hossner	
P. V. Riedl		C. K. Hossner	
TITLE: Area Engineer	DATE: 11/8/73	TITLE: District Engineer	DATE: 11-9-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7703

October 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5017(3)

SUBJECT Request Federal-aid Project Acceptance

Contract 7703 Work Completed January 19, 1973

Project Oak St. at 2nd and Park Streets and Grant Street at Williams Street (Lebanon)

Highway City Streets

County Linn

Acceptance: Transportation Commission April 25, 1973

Federal Highway Administration January 29, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

BMW:dg

cc F. R. Griffin

-7703-

September 24, 1973

St. Paul Fire & Marine Insurance Co.
Portland Office
700 N.E. Multnomah
Portland, Oregon 97232

Gentlemen:

A post-final payment for $5,600 will be made to General Service Electric, Inc. on Contract No. 7703 for traffic signal installation on Oak Street at 2nd and Park Streets and Grant Street at Williams in the City of Lebanon in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $30,200 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td
cc General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009
bc C. T. Keaney
Walt Hart
V. E. Skoog
Attn: Dick Hacok
C. O. Fredrickson

7703

September 7, 1973

General Service Electric, Inc.
P. O. Box 1435
Bellevue, WA 98004

Gentlemen:

We have reviewed your request for a 112-day extension of the contract time on Contract No. 7703 for work on the Oak Street at 2nd and Park Streets and Grant Street at Williams Street (Lebanon) traffic signals in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 112 days is granted which will delete all time liquidated damages on the project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bcc: C. W. Head
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Don Beecroft
V L. Gallagher
A. E. Johnson
H. S. Coulter

fw dpy

7710

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OAB:fw dpy

DATE September 7, 1973

TO Oregon State Highway ~~Transportation~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Contract No. 7703
Oak St. at 2nd and Park Streets and
Grant St. at Williams St. (Lebanon)
Traffic Signals

General Service Electric, Inc., contractor on this project, has requested a 112-day extension of the contract time because of late pole delivery and time lost in re-manufacturing the base plate of one of the poles. This was a TOPICS project covering signalization of three intersections. Bids were opened February 24, 1972 and allowed 200 calendar days. The project was completed January 19, 1973, with 112 days liquidated damages at $50 per day for a total of $5,600.

The pole supplier was Richolyn Enterprises of Salem which, as we have learned on some other jobs, experienced business problems in 1972 and ultimately ceased operations. The order was placed within a reasonable time at the beginning of the project but the poles were not delivered until ten days after the contract time had elapsed. All but about three weeks of the liquidated damages is clearly associated with one pole which had to be re-fabricated. This was due to some misinterpretation of notes the State made on the shop drawings. There was also one late price agreement covering the furnishing of an additional vehicle signal head at one of the intersections. The price agreement is dated September 21, which is just before the project went into liquidated damages time.

I have granted a 112-day extension of the contract time which will eliminate all liquidated damages. This was a TOPICS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the September 19 meeting.

7703

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 30, 1973

In reply refer to: 10-35-B2

SUBJECT: Oregon Project EHS-T-5017(3)
Oak Street at 2nd & Park Street &
Grant Street at Williams Street
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Ass't State Highway Engineer

The time extension request for the subject project has been reviewed.

The discrepancy in the notes made on the shop drawings and the late date on the price agreement for the additional signal head are adequate justification for extending the contract time. Therefore we concur in your recommendation to extend the contract time and delete the 112 days of liquidated damages.

G. L. Green

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
SEP 5 73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 27, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Oak Street at 2nd & Park Streets and
Grant Street at Williams Street
(Lebanon) Traffic Signals
Oregon Project No. EHS-T-5017(3)

General Service Electric, Inc., has requested a 112-day extension of contract time because of late pole delivery and time lost in remanufacturing the base plate of one of the poles. This was a TOPICS project covering signalization of three intersections. Pertinent dates include:

Bids opened . . . . . .February 24, 1972
Contract sent . . . . . .March 2, 1972
Time count started. . . . . .March 14, 1972 (200 calendar days allowed)
Shop drawings for poles dated . .April 28, 1972
Pole drawings submitted to state.May 9, 1972
Checked pole drawings returned to contractor . . . . . .May 17, 1972
Site work started . . . . . .July 19, 1972
200 days allowed elapsed. . . . .September 29, 1972
Poles delivered to site . . . . .October 9, 1972
Work completed except for one pole that had to be remanufactured. .October 14, 1972
Site work resumed . . . . . .January 15, 1973
Project completed . . . . . .January 19, 1973
112 days' liquidated damages at $50 per day = $5,600

The pole supplier was Richolyn Enterprises, located in Salem, which experienced business problems in 1972 and ceased operations. The order for the poles was placed

within a reasonable time at the beginning of the project, as evidenced by the April date on the Richolyn shop drawings. There is no reason to believe the contractor should have been aware of the pole supplier's business problems. We have recognized this same situation as being beyond the contractor's control on two otner projects: Hansen Electric, Contract 7798 in Coquille; and Hamilton Electric, Contract 7780 in La Grande, by stop work order.

Because of misinterpretation of notes the State made on the shop drawings, one pole had to be re-fabricated--this accounts for all but about three weeks of the liquidated damages. The Resident Engineer agreed to assume responsibility for the alteration of this pole (see October 30, 1972 letter attached). This should justify extension for the delay involved.

The only price agreement on this project covers furnishing an additional vehicle head at one of the intersections. The price agreement is dated September 21, just before the project went into liquidated damages, so it also justifies time extension.

The signal installation at one of the intersections was placed in operation in October. The contractor promptly completed the work when the poles were available. Your concurrence is requested in time extension to delete the 112 days' liquidated damages because of unanticipated pole supplier problems, the State's involvement in the incorrect fabrication of one pole, and the late addition of Price Agreement No. 1 in the amount of $350.

Att.

JAB:fw ia
bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

RECEIVED
AUG 21 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Oak St. at 2nd & Park Sts. and
Grant St. at Williams St. (Lebanon)
Traffic Signals
Contract No. 7703
Request for Time Extension

FROM: John A. Bond
Construction Administration Engineer

General Service Electric, Inc. requests a 112-day extension of their contract time because of late pole delivery and time lost in re-manufacturing the base plate of one of the poles. This was a TOPICS project covering signalization of three intersections. Some pertinent dates are:

Bids opened	February 24, 1972
Contract sent	March 2, 1972
Time count started	March 14, 1972 (200 calendar days allowed)
Shop drawings for poles dated	April 28, 1972
Pole drawings submitted to State	May 9, 1972
Checked pole drawings returned to contractor	May 17, 1972
Site work started	July 19, 1972
200 days allowed elapsed	September 29, 1972
Poles delivered to site	October 9, 1972
Work completed except for one pole which had to be re-manufactured	October 14, 1972
Site work resumed	January 15, 1973
Project complete	January 19, 1973

112 days liquidated damages at $50 per day = $5,600

The pole supplier was Richolyn Enterprises of Salem which, as we have learned on some other jobs, was experiencing business problems in 1972 and ultimately ceased operations. The specifications did not provide for catalogue poles. The order for the poles was apparently placed within a reasonable time at the beginning of the project, as evidenced by the April date on the Richolyn shop drawings. We have no reason to believe that the contractor should have been aware of the pole supplier's possible shortcomings at that time. We have recognized this situation as being beyond the contractor's control on a couple of other projects (for Hansen Electric on 7798 in Coquille and for Hamilton Electric on 7780 in LaGrande via stop work order).

All but about three weeks of the liquidated damages is clearly associated with the one pole which had to be re-fabricated. This was due to some misinterpretation of notes the State made on the shop drawings. At one time, the Resident Engineer agreed to assume responsibility for the alteration of this pole (see Beecroft's October 30, 1972 letter). I believe that time-wise this would have been much better handled by a stop work order and avoided withholding this significant amount of liquidated damages. At this late date it is certainly a valid reason for time extension to return the liquidated damages withheld.

I find that no extra payment was made to the contractor for the re-fabrication of the pole. The only price agreement on the project covers the furnishing of an additional vehicle signal head at one of the intersections. The price agreement is dated September 21 which is just before the project went into liquidated damages, so I believe it would also justify some time extension.

It should also be noted that the signal installation at one of the intersections was put in operation in October. I therefore recommend a complete time extension which would delete the 112 days liquidated damages because of unanticipated pole supplier problems, the State's involvement in the incorrect fabrication of one pole, and the late addition of Price Agreement 1 in the amount of $350. This was a TOPICS project requiring FHWA concurrence. Rough draft letters for this purpose and to the Commission and contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

GENERAL SERVICE ELECTRIC, Inc.
P.O. Box 1435 • 13306 S.E. 30th • Bellevue, Washington 98009 • Telephone: (206) 746-9700

May 17, 1973

Mr. C. E. Payton
Resident Bridge Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Oak St. @ 2nd & Park & Grant
Contract 7703 (J-440)

Gentlemen:

We are requesting a time extension of 112 days. If my count is correct, this is the number of days between September 29, 1972 and January 19, 1973.

As you know, there were two major reasons that the project was not completed within the original specified time. The first reason was that the poles were delivered to the job site on about October 9, 1972. The second reason was that there was a problem with one of the pole bases. There was a mix-up with the anchor bolt diameter of the concrete base and the supplied pole. The Highway Department has graciously assumed responsibility for this problem.

According to Econolite, the pole supplier had problems with the Internal Revenue Service, and was temporarily suspended from working for a period of time. They feel this is sufficient reason for a time extension, since the circumstances were beyond their control.

Attached is a copy of their latest correspondence to me in regards to this contract. If a time extension of 112 days is granted, then disregard their request for a meeting, if it is not granted, then please schedule a meeting at your earliest convenience.

Very truly yours,

GENERAL SERVICE ELECTRIC, INC.,

Donald S. Gerard, President

MAY 23
CCP
Routed By
K. Valentine

DSG:af

Encl.

ECONOLITE

Solving Tomorrow's Traffic Problems Today

RECEIVED

MAY 14 1973

GENERAL SERVICE ELECTRIC, INC.

May 11, 1973

Mr. Donald S. Gerard, President
General Service Electric, Inc.
P. O. Box 1435
13306 S. E. 30th
Bellevue, Washington 98009

Dear Don:

RE: S. O. #5725-10
(Oak St. @ 2nd & Park
& Grant, Contract #7703)

With respect to your letter of May 7, 1973, wherein you inform us that liquidated damages in the amount of $5,600.00 are being assessed by the State of Oregon, please be advised that Econolite DOES NOT concur with this assessment and strongly objects to the terms.

As you are aware, our total contract on this job is in the area of $12 - $13,000. The liquidated damage assessment represents almost 50% of the contract price. This is not a valid liquidated damage - it is purely a PENALTY - and the company will not be penalized on a job it faithfully attempted to perform.

Our delivery schedule on this job was given in good faith, based upon our experience and supply information available to us at the time of the award. Two occurrences appeared to delay our performances, neither of which were under the direct management and control of Econolite:

1. The State of Oregon altered or modified the base plate drawings on the pole.

2. The pole manufacturer, Richolyn, was seized by the IRS during pole fabrication for failure to comply with financial commitments to the IRS.

The occurrences were not realized at the time of contract award, and in accordance with the Uniform Commercial Code regarding Sales Contracts (Sec. 2-615) the supplier is not in breach of contract for delays caused by such occurrences. Here Econolite is being PENALIZED for delays caused wholly by the State itself, a raw material supplier, Richolyn, and an act of the IRS.

CEP

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700

A Division of Temar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

This is a serious situation, and certainly defensible. Accordingly, the company wants a review with the appropriate authorities to argue the issues. There is no way, absolutely no way, that we will accept a penalty of 50% on a job. We would rather spend the money in court to let a judge decide the issue.

Please let us know of the scheduled meeting.

Very truly yours,

Charles A. Prawdzik
Division Legal Counsel

cc: Mr. L. E. Keyser
Mr. G. F. Carothers
Mr. E. T. Gossack

:k

OREGON STATE
HIGHWAY DIVISION

Salem, Oregon
October 30, 1972

General Service Electric, Inc.
P.O. Box 1435
Bellevue, Washington 98004

Subject: Oak St. at 2nd & Park
(Lebanon)
Contract 7703

Attention: Mr. Donald S. Gerard

Please refer to Mr. E. T. Gossacks' letter of October 19 to Richolyn Enterprises. This letter is substantially correct except for one fact that deserves clarification. On October 10, your superintendent, Ralph Colbeck, returned the pole to Richolyn and told me he was having the base plate changed. On October 11, I happened to meet Mr. Bushnell and told him this was an acceptable solution. He said he would go ahead with the change. I did not order it.

We do agree that there are discrepancies in the plans and the corrections made on the shop drawings are not clear. Therefore, we will assume responsibility for the alteration of the pole. We will need an itemized list of the costs involved in making the change, as stated by Mr. Gossack.

Very truly yours,

D. E. Beecroft

D. E. Beecroft
Resident Bridge Engineer

cc: J. B. Boyd
E. T. Gossack

GENERAL SERVICE ELECTRIC, Inc.

BELLEVUE, WASHINGTON 98004

P.O. Box 1435
13306 S.E. 30th Street
SH 6-9700

October 24, 1972

Mr. D. E. Beecroft, P. E.
Oregon State Highway Department
P. O. Box 30
Salem, Oregon

Oak St. at 2nd & Park Sts. & Grant St. at Williams (Lebanon)
Contract 7703 (J-0440)

Gentlemen:

We received a copy of Econolite's letter to Richolyn Enterprises and have enclosed a copy of it for your information.

If the contents of the letter are correct, please so indicate to us so that we may proceed with the base plate change.

If not correct,please indicate the State's position so that we may resolve the problem.

Very truly yours,

GENERAL SERVICE ELECTRIC, INC.

Donald S. Gerard, President

DSG/ps

Enclosure

cc: Mr. E. T. Gossack, Econolite
Mr. L. Keyser, Econolite

RECEIVED
OCT 23 1972
GENERAL SERVICE ELECTRIC, INC.

October 19, 1972

Richolyn Enterprises
2705 Lancaster Drive N. E.
Salem, Oregon 97303

Attention: Mr. Richard Bushnell

Subject: Our P. O. 10633 - S. O. 5725-10
OSHD: Lebanon Traffic Signals

Dear Mr. Bushnell:

You indicated that the engineer for this project informed you verbally to change the base plate on pole #1 to have a 21" bolt circle. You requested that we provide you with a letter to proceed on this.

We have checked with the contractor on this job and he has not received any information regarding this change from the engineer. We have attempted to contact the engineer, but he is on vacation this week.

Because of the confusion which developed because of the notes added to the pole submittal drawings by the State personnel, we do not want you to proceed with this change until the State officially notifies the contractor regarding the correction.

It appears to us that this problem is due to State discrepancies and therefore any charges involved in the change will be their responsibility.

Please provide us with an itemized cost for changing the base plate, regalvanizing, and transportation. We will forward the charges to the contractor so he can submit it to the state.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Edward T. Gassack
Applications Engineer

ETG/f
cc: General Service Electric
General File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7703 Contractor General Service Electric, Inc.

Highway City Streets

Section Oak St. at 2nd & Park Sts. and Grant St. at Williams St. (Lebanon)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 112 days extension because of unforeseen delay in acquiring poles, re-fabrication of one pole, and work added by Price Agreement 1.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7703
Project designation	EHS-T-5017(3) State-Federal
Date awarded	March 1, 1972
Work started	July 19, 1972
Per cent completed	100% — Jan. 19, 1973 Date
No. of Workdays Allowed	200 Calendar
No. of Workdays Used	312 Calendar
No. of Added Workdays Requested	112

SP*0296-734

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ....May 17, ..., 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ....200.... days to ....312.... days, within which to complete our Contract No. ....7703...., without the assessment of liquidated damages. The said contract is described as follows:

Oak Street at 2nd & Park & Grant

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached

Respectfully submitted,

GENERAL SERVICE ELECTRIC, INC.,
Contractor

By Donald S. Gerard
DONALD S. GERARD, President

CONSENT OF SURETY

Date May 17, , 19 73

We, St Paul Fire and Marine Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays and hereby agree to remain fully bound as surety in all respects as if the number of w[illegible]d as stipulated in the original agreement.

Daniel D. Thompson
Attorney-in-fact

Daniel D. Thompson
Resident Agent
Dawson & Co., Inc.

OREGON STATE HIGHWAY DIVISION

7703

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7703, Work Completed January 19, 1973

Project Oak St. at 2nd & Park Streets and Grant St. at Williams St. (Lebanon)

Highway City Streets, County Linn

Type of Work Traffic Signal Installation

Contractor General Service Electric, Inc.

Recommended Acceptance Date April 25, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

T Engineer Lebanon

2-15-73

Project Name Oak Street at 2nd & Park Streets & Grant Street at Williams Street (Lebanon) Contract No. 7703

Highway City Streets (Traffic Signals) Prefix No. 22-0604

County Linn F.A. No. EHS-T-5017(3)

Final inspection made on 1-29-73 By Gerald Wimer

in company with Paul Riedl FHWA Area Engineer; Don Beecroft, Resident Engineer, and Leonard Coakley, Asst. (Lebanon) Street Superintendent.

CHECK LIST

Date	
were none	Construction signs removed
Both Oak Street signals 1-k8-73 Balance . 1-25-73	Opened to traffic
was none	Salem Office notified to rescind construction speed zone
with semi final	Regional Materials Certification submitted
2-12-73	Contractor removed equipment from project
2-12-73	Roadside cleanup completed

RECEIVED
COUNTY & CITY SECTION
FEB 20 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Project satisfactorily completed 1-19-73 except for minor cleanup and intertie to old Park and Grant signal. These were completed 2-12-73. Letter from City to follow. City will install advance signs on their streets and State on ours. These should be in project.

All contract work on this project has been completed and recommendation is made for acceptance on 1-19-73. The semi-final estimate will be submitted about 2-15-73.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - Dave Moehring
Co.-City Eng. - H. S. Cox
Reg. Engineer - C.O. Fredrickson
Res. Engineer - Don Beecroft
Dist.Engineer - Howard Johnson

Copies sent to all named _____

Reg. Const. Engr.
(Signed) (Title)

22-0604 (1)

MAYOR:
RICHARD H. RENN

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WARREN GILL

CITY OF LEBANON
INCORPORATED
1878
OREGON

CITY HALL — LEBANON, OREGON
925 MAIN STREET 97355
PHONE 258-3185

COUNCILMEN:
JOHN RICHARDS
LYLE WINTERS
JOE McPHERSON
ROSS JACKSON
KENNETH SWANSON
ARTHUR DENKER

February 9, 1973

RECEIVED
FEB 20 1973

REGION 2 ENGINEER
RECEIVED
FEB 12 1973
RE RCE RME RTE RCE
ULE GEO TA FILE

Gerald Wimer
Regional Construction Engineer
Highway Division
Department of Transportation
2960 East State Street
Salem, Oregon

Dear Mr. Wimer:

Our Public Works Supt. J. A. Stolsig advised me that the traffic light installation at Second and Oak, Park and Oak and Grant and Williams intersections installed under the TOPICS program is entirely satisfactory.

However, the contractor left a considerable amount of debris on the lot at the Southwest corner of the Second and Oak intersection. This should be cleaned up before final approval of the installation.

Very truly yours,
Van R. Thome
Administrative Assistant

VRT:la

RECEIVED
COUNTY & CITY SECTION
FEB 20 1973
ENGR. COOR. OE AE UE
UPE CE RE RPE

Note — Cleanup done 2-12-73 per Bercaft
D. Kimes

cc S.H. Young
C.T. Keesey
H.S. Cole
Don Bercaft

STATE COPY

7703

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 6, 1973

Federal-aid Project No. EHS-T-5017(3)

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7703 Work Completed January 19, 1973

Project Oak St. at 2nd & Park Sts. & Grant St. at Williams St. (Lebanon)

Highway City Streets

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1-29-73

Conditions not acceptable: Final inspection made 1-29-73. Project considered satisfactorily completed.

G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

RECEIVED
STATE HWY ENGR
FEB 13 '73
REFER TO
FOR
Info | Dives | R/D | D/R | Sign | Act | File

RECEIVED
FEB 15 1973
Office of
Assistant State Highway Engineer
NOTED
H. S. COULTER

7703

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Oak St. @ 2nd & Park St. Grant St. at Williams St. (Lebanon)		WEEK ENDING: Feb. 3, 1973
		SECTION PREFIX: 22-0604
HIGHWAY: City Streets		COUNTY: Linn
NAME OF JOB: Oak St. @ 2nd & Park Sts. and Grant St. @ Williams St. (Lebanon)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: General Service Electric, Inc.	CONTRACT NUMBER: 7703	FEDERAL AID PROJECT NUMBER: EHS-T-5017(3)
DATE OF CONTRACT: March 1, 1972	DATE WORK STARTED: July 19, 1972	ESTIMATED COMPLETION DATE: January 19, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 312
PROJECT AUTHORIZATION: $34,407.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 156
EXCLUSIVE OF ENGINEERING: $31,402.25	ENGINEERING AUTHORIZATION: $3,005.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $31,402.25	ENGINEERING COST TO DATE: $3,320.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 111 %	DATE PROJECT WAS COMPLETED: January 19, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	28	Fair			
MONDAY	29	Cloudy			
TUESDAY	30	Showers			
WEDNESDAY	31	Cloudy			
THURSDAY	1	Fair			
FRIDAY	2	Fair			Rec'd 2/6/73
SATURDAY	3	-----			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

...ary SUNDAY 28	No activity by Contractor all week.
MONDAY 29	Final inspection, project accepted and considered to be complete January 19, 1973.
TUESDAY 30	
WEDNESDAY 31	
February THURSDAY 1	
FRIDAY 2	
SATURDAY 3	

REMARKS

Final inspection given January 29, 1973 by G. Wimer, Regional Construction Engineer; Paul Riedl, F.W.H.A.; D.E. Beecroft, Resident Bridge Engineer, L. Coakley, City Street Superintendent, Lebanon. Project accepted and considered to be complete January 19, 1973.

SIGNED D. E. Beecroft LOCATION Salem

D. E. Beecroft

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Wash DC
Region
DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Linn	Oregon
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
1-29-73	P. V. Riedl, Area Engineer		EHS T-5017(3)
IN COMPANY WITH			
See below			
QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	140 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
FEB 21 1973
REGIONAL OFFICE

OAK ST. AT 2ND & PARK ST. & GRANT ST.
AT WILLIAMS ST. (LEBANON) SECTION
City Streets in Linn County
Traffic Signal Installation

This is a final inspection and project stage inspection on the administration and field control of the traffic signal of the project. The project work was completed on 1-19-73 and a final inspection was made on 1-29-73 with the following people in attendance:

2-23-73
Cy Young

Jerry Wimer, Region II Construction Engineer
Don Beecroft, Resident Engineer
Leneord Coupley, Ass't Street Superintendant of Lebanon, Oregon
Paul Riedl, Area Engineer, FHWA

The project work was setup for 200 calendar days. Work was completed on 1-19-73 using 270 days in which to complete the work. Liquidated damages have been assessed; however, the delay was due to plan changes on the design of the system and the suppliers late delivery of the materials. The contractor plans to request an extension of time for the delay. This submission will be reviewed upon receipt.

The work on this project was setup on a lump sum basis. The documentation of the project files was satisfactory to cover the contract items. The files have been developed and maintained to substantiate monthly progress payments. Diarys are kept covering the contractor's daily progress. It was found that these source documents adequately cover the project work.

Material certification has been received on some of the materials on the project; however, not all have been furnished as yet. Payment for materials will be withheld until certifications are received.

The EEO requirements have been met and the required posters were displayed.

Conclusions

Administration controls were found to be satisfactory and no follow up review is considered necessary.

NOTED
H. S. COULTER

STATE HWY ENGR
RECEIVED
FEB 23 '73
REFER TO
FOR
Init. Init. Init. Init. Init. Init. Init.

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

Democrat-Herald, Albany ---------- 12-28

1-4-73

Misplaced drill holes prevent Lebanon's $49,000 traffic signals from working

12/28/72

By LARRY LANGE
Democrat-Herald Writer

LEBANON — Because somebody drilled some mounting holes in the wrong place on a metal pole, $49,000 worth of federally financed traffic signals in this city still aren't working, two months after being bolted into place.

Lebanon Public Works Supt. Jack Stolsig told the Albany Democrat-Herald Wednesday the Oregon Highway Division won't activate any of the three sets of lights to full traffic cycle until the last pole is in place at Grant and Williams streets and that set of lights is hooked together.

The other lights have been turned on to flash warning signals—blinking red and yellow—on Oak Street at Park and Second intersections, but the full red-yellow-green cycles haven't been activated.

Don Beecroft, resident engineer for the project, said the defective pole was returned to the manufacturer Richolyn Enterprises of Salem, for refabrication because the holes in the bottom mounting plate didn't match up to bolts set in the concrete base at Grant and Williams

Correcting the problem, Beecroft said, would involve cutting off the botched end and replacing it with one that will line up properly

The division has delayed turning on the two completed signals on Oak Street while waiting for the delayed delivery of the other pole

The signals were installed in mid-October by General Service Electric Co of Bellevue, Wash. under the federally financed TOPICS (Traffic Operations Program to Increase Capacity and Safety) program.

Lebanon Express ---------- 1-4

A COVER-UP?—This traffic signal, installed in October by a Bellevue, Wash., engineering firm, has not yet been activated by the Oregon State Highway commission because somebody drilled holes in the wrong place at the base of the pole. The commission refuses to activate the other newly installed lights on Oak at 2nd and Park streets until this light has been installed.—Express photo by Judy Stanfield.

Wrong holes

Traffic lights on the blink

1/4/73

Lebanon's three new traffic lights are still not operating because somebody drilled mounting holes into the wrong place at the base of one light pole.

And the Oregon Highway division won't activate any of the three sets of lights to full traffic control until the last pole is in place at Grant and Williams streets, according to Jack Stolsig, Lebanon public works superintendent.

One of the other two lights is presently flashing warning signals to motorists in shades of red and yellow. A second is covered with cardboard. These newly installed lights, located on Oak St at Park and 2nd intersections, have not been activated to the full red-to-green cycle.

The $49,000 project was supposedly completed in mid-October by General Service Electric Co. of Bellevue, Wash., under the federally financed TOPICS (Traffic Operations Program to Increase Capacity and Safety) program.

Don Beecroft, local engineer for the installation, said the defective pole was returned to the manufacturer,

Democrat-Herald--1-19
Albany

(1-19-73)

Lebanon traffic lights operating

1/19/73

LEBANON — Watch it. Don't run that red light.

Two of Lebanon's new sets of traffic lights were activated Thursday, three months after they were installed. And a refabricated pole has arrived to permit completion of the third set of intersection lights.

Activated were the lights on Oak Street intersections of Second and of Park, both of which have timing circuits interconnected with the earlier light at Oak and Main streets.

Remaining to be completed is the intersection of Grant and Williams streets, where a faulty anchor plate kept the metal pole from being mounted in place when the other poles were placed in October.

General Services Electric Co of Bellevue, Wash. had the Oregon Highway Commission contract for the signals, financed by a $49,000 federal grant under TOPICS (Traffic Operations Program to Increase Capacity and Safety).

Lebanon Express

A big goof

1/4/73

Somebody sure goofed.

For nearly three months, Lebanon has had two new traffic lights sitting ready to go, but not turned on to red-green cycle. One is flashing yellow, the other is covered with cardboard.

The reason they are sitting idle, it seems, is that a third light at Grant and Williams streets hasn't been put up yet because somebody drilled mounting holes for the post in the wrong place. And, the State Highway Department won't activate any of the three lights until all are ready to go.

It certainly is stupid that a minor error such as this should take so long to remedy. All three of the lights were supposed to be on by mid-October — and this is January.

There must have been a real need for the lights or they wouldn't have been put up in the first place. Fortunately, there haven't been any major wrecks at any of the intersections, but there could be. We hope all parties concerned will get busy now and gets those lights going.

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF LEBANON
CITY HALL
LEBANON, OREGON 97355
Attention of
Van R. Thome, Recorder

Request No. (assigned by staff engineer or head of division) cc 1327

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5017(3)

Itemized Statement:

Advance Deposit $7,200

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Oak St. @ 2nd & Park Streets and Grant St. @ Williams St. TOPICS Project. Contract #7703.		
		Covered by agreement dated 11/11/71.		6,200
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $7,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
22-0604-299

Submitted by:
Richard Bladorn RICHARD BLADORN

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 3 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

We are forwarding, under separate cover, three copies of final voucher for each of the following federal-aid projects:

I-5-1 (72) 36	Rock Point - Seven Oaks Section	$ 0.00
F-121 (4)	Fern Hill Slide Section	0.00
S-RS-60 (3)	Geary Ranch-Green Springs Interchange Sec.	0.00
T-5004 (1)	City of Baker (Urban Area) TOPICS Plan	0.00
T-5006 (2)	Wasson St., 10th and Market Ave. (Coos Bay)	0.00
T-5018 (1)	2nd Street - 3rd Street (McMinnville)	0.00
T-5019 (2)	Biddle Road-Crater Lake Ave. (Medford) Sec.	0.00

The following projects show the final cost and federal funds requested exceeding the funds set up in the project agreement, and accordingly, the project agreement is modified to conform with the revised amount:

I-80N-1 (14) 00	Union Avenue - Sundial Sec.	$ 383.65
T-5011 (1)	Forest Grove Areawide TOPICS Plan	36.75
T-5014 (1)	Hillsbora Areawide TOPICS Plan	11.14
T-5017 (2)	Oak St. at 2nd and Park Sts. & Grant St. at Williams St. (Lebanon)	275.08 — PE only
T-5027 (1)	St. Helens Areawide TOPICS Plan	28.06
T-5027 (2)	Columbia Blvd. At 18th and St. Helens Sts. (St. Helens)	244.31

Very Truly yours,

George M. Baldwin
Administrator of Highways

By:

V. E. Skoog
Controller

VES:PH:kmb

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110088

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-25-72	cc 1327	

CREDIT DISTRIBUTION

22-0604-299

. City of Lebanon
. City Hall
. Lebanon, Oregon 97355
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Van R. Thome, Recorder			7200 00
Advance Deposit			
Partial transfer of advance deposit for construction of the Oak St. @ 2nd & Park Streets and Grant St. @ Williams St. Topics Project. Contract # 7703			$ 6,200.00
Covered by agreement dated 11-11-71			
to be retained			$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-82	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
3		Linn
		PROJECT NO.
		EHS-T-5017(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Street Intersections in City of Lebanon

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-2-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 33,055.00	$ 21,005.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. Hurta

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

R. E. Simpson

Date executed by Division Engineer MAR 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 7-27-71.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5017(3) Safety

OAK ST. AT 2ND AND PARK STS. & GRANT ST.

AT WILLIAMS ST. (LEBANON) SECTION

CITY STREETS IN LINN COUNTY

Salem, Oregon, March 13, 1972

Project Agreement Estimate.

Type Code Y031 (City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,000.00
Traffic Signal Installation, Complete	All Required	28,850.00
		$29,850.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$30,050.00
	10% Engr. & Cont.	3,005.00
	Total	$33,055.00

Length of Project - - - 0.00 mile

Federal Funds -	$21,005.00
State Funds -	6,025.00
City Funds- -	6,025.00
Total	$33,055.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7703

Prefix: 22-0604

RECEIVED
MAR 16 1972
FOR FILING

7703

March 16, 1972

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7703 for traffic signal installation on Oak Street at Second and Park Streets and Grant Street at Williams Street in Lebanon in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
500 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Don Beecroft

RECEIVED
MAR 13 1972
FOR FILING

7703

March 10, 1972

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On Contract Nos. 7703 and 7705 awarded to General Service Electric, Inc., the State Insurance Department has notified us that they cannot approve B. Britton May, Jr., signing as Attorney-in-Fact for your company as there is no Power of Attorney on file for him. We cannot accept a Power of Attorney sent to us.

Please file a Power of Attorney for B. Britton May, Jr., with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310. There is a registration fee of $5.

If you do not wish to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of both contracts to our office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

cc General Service Electric, Inc.
13306 S. E. 30th
Bellevue, Washington 98009

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Don Beecroft

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 28, 1972 is requested in the award of contract for the Oak St. at Second and Park St., Grant St. at Williams St. (Lebanon) Section, Project No. EHS-T-5017(3).

The contractor receiving the award is General Service Electric Inc., in the amount of $29,850.00, with Contract No. 7703 assigned. This bid was received on February 24, 1972 and awarded on March 1, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. D. Asbury
For
L. H. Young
Programing Engineer

Federal Highway
Administration endorsement.

Date MAR 10 1972
I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
MAR 13 1972
PROGRAMING SECTION

NOTED
R. D. ASBURRY
BEN GIFFORD

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1972
Salem, Oregon

SUBJECT:

To:

Mr. J. B. Boyd
Regional Engineer
Region 2
Salem

Oak St. at 2nd & Parks Sts., &
Grant St. at Williams St.(Lebanon)
Section
City Streets
Linn County

Pole Length Verification

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established in the near future and transmitted to the contractor. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

Slow transmission of shop drawings through State hands has also been a reason for delay according to contractors. Please submit shop drawings to this office promptly. Checking and return to the field will be expedited by our Checking Unit.

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

RWE/ag

cc: A. E. Johnson
D. Beecroft
J. H. Wood

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

7703

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98005

March 1, 1972

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your proposal for traffic signals on Oak Street at Second and Park Streets and Grant Street at Williams Street in Lebanon for the sum of $29,850 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways on March 1, 1972, awarded you the project, which has been assigned Contract No. 7703.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Walt Hart
J. B. Boyd
Don Beecroft
Wm. Geibel (SAIF)

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

February 25, 1972

Re: TOPICS Project ENS-T-5017(3)
Oak St. @ 2nd & Park Streets
& Grant St. @ Williams St.

Dear Mr. Thome:

This will acknowledge receipt of the City of Lebanon's check #37133 in the amount of $7,200 which is the correct amount required as an advance deposit for the subject project.

The contract for this project is now clear for award.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
J. B. Boyd
V. E. Skoog: Check #37133 for $7,200
Rec'd. 2/25/72 by _____

CITY OF LEBANON, OREGON — VOUCHER

Nº 37133

NATURE OF PAYMENT	AMOUNT		FUND & ACCT. NO.	PAYROLL DATA		
				MONTH AND YEAR		
				GROSS PAY		
					DEDUCTIONS	
				SOCIAL SECURITY		
				FED. WITH. TAX		
				STATE WITH. TAX		
				STATE IND. ACC.		
				HOSPITAL		
				LIFE INS.		
				ACC. INS.		
				UNITED FUND		
City Share-advance deposit Topics	7200	00	10-105	RETIREMENT		
				SALARY ADVANCE		
				TOTAL DEDUCTIONS		
				NET PAYMENT		

☐ ENGR. ☑ GGGR. ☐ GE ☐ ☐ GE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

bc: R. L. Schroeder
L. H. Young
J. B. Boyd

February 25, 1972

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

Re: TOPICS Project EHS-T-5017(3)
Oak Street @ 2nd and Park Streets
and Grant Street @ Williams Street

Dear Mr. Thome:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by General Service Electric, Inc., of Bellevue, Washington.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$29,850.00
Anticipated additional item (flagging)	200.00
	$30,050.00
Engineering and contingencies (14½%)	4,357.25
	$34,407.25
Estimated preliminary engineering to date	1,592.75
TOTAL ...	$36,000.00
City's Advance Deposit:	
20% of Total.....	$ 7,200.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $7,200) payable to the Oregon State Highway Commission and FORWARD IT TO: Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:mm

2-25-72
Hand carried original to City,
C

Lebanon

OAK STREET AT SECOND AND PARK STREETS, AND

GRANT STREET AT WILLIAM STREET (LEBANON) SECTION

LINN COUNTY

FAP No. EHS-T-5017(3)
Traffic Signal Installation

Bids Received February 24, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$ 1,000.00
2. Traffic Signal Installation, Complete	All Specified	32,120.00
	For Comparison of Bids	$ 33,120.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 33,120.00	29 850
Anticipated Additional Items: Flagging (State Share)	200.00	200
	$ 33,320.00	30,050
Engr. & Cont. (14 1/2%)	4,831.40	4 357.25
Estimated Net Authorization, Constr.	$ 38,151.40	34,407.25
Estimated PE to date		1,592.75
		36,000

Advance deposit $7,200

2-24-72 1:45
Phoned City and gave info to Secretary in reference to

-4-

-10%

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS 33,120

PROJECT NO. #4 — Oak St. at Second & Park Streets and Grant St. at William St. (Lebanon) Section, LINN COUNTY

OWNER: Oregon State Highway Department

DATE: 2-24-72 PAGE: 1 of 1

1. General Service Elec. Inc. (Bellview)
2. Steel Elec. Co. (medford)
3. Hamilton Elec. Co. (Eugene)
4.
5.
6.
7.
8. Olson Elec. Co. 39,253
9. L.K. Comstock 30,984
10. L.H. Morris 31,420
11. Christianson 32,817
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	1000	700	1330
	L.S. Traffic Signal Installation, Complete	2	28850	29600	29592
			29,850	30,300	30,922

PRINTED IN U.S.A.

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities and Cost Estimates Between Advertising and Letting Dates

Federal-Aid Projects

Letting Date 2-24-72 Project Name Oak St. at Second and Park Streets

FA No. EHS-T-5017(3) Hwy. City Streets Co. Linn

Changes:

(1) Added paragraph about conflicting signals monitor.

Discussed with BPR 2-9-72, 19__, by Zigler

BPR Recommendation: Approved

_____ by W. Bryant

OSHD Action Recommended: _____

_____ by _____ Date _____

Action: _____

_____ by _____ Date _____

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

STATE COPY

FEB 15 1972

APPROVED
R. E. Simpson, Division Engineer
Oregon Division
Federal Highway Administration
By LC Hess Title District Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 10, 1972

TO PROSPECTIVE BIDDERS ON THE
OAK STREET AT SECOND AND PARK
STREETS, AND GRANT STREET AT
WILLIAM STREET (LEBANON)
TRAFFIC SIGNAL INSTALLATION
PROJECT

(Bids to be opened and read
February 24, 1972)

Revision Letter No. 1

Gentlemen:

This letter is to advise you of a change in the special provisions for the above-named project.

On page 13 add the following under subsection 661.45.

(a-12) Signal Monitor. All pretimed controllers shall have a solid state signal monitor with necessary interface equipment meeting the following specifications:

1. The specification as listed in subsection 661.45(e-7) shall be used as applicable and as noted herein below.

2. The controller shall not "STOP TIMING". The controller shall run as when in the normal flashing night position as specified under subsection 661.45(a-8).

3. Flasher mechanisms for the signal monitor flashing shall be solid state plug-in units separate from any other flashing requirements for pretimed control equipment. Such monitor flashers shall only operate upon signal conflicts.

4. After any failures due to conflicting indications, the monitor re-set button shall place the signals back in operation in the Main Street-Green position after the necessary time for the requirements of subsection 661.45(a-8) are met.

The contractor shall take into account the signal monitor and associated circuits as described above in providing an adequate size controller cabinet to meet the applicable specifications contained in subsection 661.45(d).

The above change will become a part of the contract for this project by the incorporation of this letter therein.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

R. L. Schroeder
Assistant State Highway Engineer

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5017(2)

OAK ST. AT 2ND AND PARK STS. & GRANT ST. AT WILLIAMS ST.

(LEBANON) SECTION, CITY STREETS IN LINN COUNTY

Salem, Oregon, February 4, 1972

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$1,500.00
	Total	$1,500.00

Length of Project - - - - - 0.0 Miles

Federal Funds -	$ 950.00
State Funds -	275.00
City Funds- -	275.00
Total	$1,500.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 22-0603

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
EHS-T-5017(3)

STATE PROJECT NO.
OAK ST. AT 2ND AVE & PARK & GRANT STS AT WILLIAMS ST.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-58 B

COUNTY NAME
LINN

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
FEBRUARY 2, 1972	FEBRUARY 2, 1972	FAP #37 & FAS ROUTES 212 AND 569 / SANTIAM HIGHWAY ROUTE #16 & CITY STREETS

GENERAL LOCATION:
CITY OF LEBANON

GENERAL DESCRIPTION OF WORK:
AGTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $200.00

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S JANUARY 26, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109,12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIALS IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-3-72	for G. H. Green	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

cc: News 2-14-72

RECEIVED
JAN

Form FHWA-12) (12-67)
UNITED STATES GOVERNMENT

Memorandum

EHS-T 5016(2)

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 26, 1972

In reply refer to: 10-35-FA

SUBJECT: Oregon Project T-5016(2)
Oak Street-Spruce Street Section
Correction of Project Number

Our January 13, 1971 memorandum advising you of the waiver of the Environmental statement requirements for the subject project erroneously listed the project number as T-5017(2). Please correct this on your records as that number has been assigned to a similar project on Oak Street in Lebanon rather than LaGrande.

1-31-72
Yours
Col Rogers

NOTED
E. B. KLARQE

NOTED
ROW ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
FOR FILING
(illegible)

January 26, 1972

Mr. R. E. Sharpe
Division Engineer
Federal Highway Administration
Post Office Box 300
[illegible]

Dear Sir:

Completed P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972. An early authorization date, to obligate the Funds, will be appreciated.

FAU-T-5017(3)	Collector Dist. at Rich and Sc. Nelson Sts. Section (St. Helens)
FAU-T-5017(2)	Vernon St., 10th and Valley Ave. Section (Scio Hwy)
FAU-T-5017(1)	Oak St. at 2nd and High Sts. and Front St. at Willis & Ft. (Lebanon)

Compliance with paragraph 30 of FPM 20-4.3 has been made concerning project agreements, for plans covered by FI 21-1-67 particularly by City Ordinance No. 1, the proposed contains a certification according to FI 20.2-61 in regard to nonsegregated facilities, and the required provisions under the labor standards for equal employment opportunity as per FI 60-2-67.

In accordance with FI 21-5-68, the Fish and Game Commission did not recommend that any special measures should be taken other than a normal amount of precaution to protect stream invertebrates. There are no special requirements planned on projects on, adjacent for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We plan to advertise the Washburn Way at Shasta Way Section (Klamath Falls), Project No. EHS-T-5015(3) for bids to be received on February 24, 1972.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

DAR:bb
Attachment

TRANSACTION NUMBER 2-1

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON

BY (Signature)
MR. YOUNG'S JANUARY 1

TITLE
PROGRAM & PLANNING EN

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 58-B THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION
58-B	EHS-T-5017(3)	0.0	48,000.00	30,500.00	OAK STREET AT 2ND & PARK AND GRANT STREET AT WILLIAMS STREET (LEBANON) SECTION.

WO

INSTA

1-26-72

1-31-

K. L. CARKL

BY DEPUTY STATE HIGH

RECEIVED
JAN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

NOTED
F. B. KLABOE

NOTED
R. D. ASBURY

RECEIVED
FEB 1 1972
PROGRAM & PLANNING
DIVISION

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-26-72	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in
tion on the part of the Federal Government to provide Federal funds for the undertaking.

UMBER 2-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 1-26-72

BY (Signature): MR. YOUNG'S JANUARY 14, 1972 PR-9
TITLE: PROGRAM & PLANNING ENGINEER

OF FEDERAL FUNDS
☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 58-8 THRU ____

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	48,000.00	30,500.00	OAK STREET AT 2ND & PARK AND GRANT STREET AT WILLIAMS STREET (LEBANON) SECTION.	INSTALL TRAFFIC SIGNALS.

RECEIVED
JAN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1-31-72

BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

NOTED
R. D. ASBURY

RECOMMENDED
AND TITLE

DATE: 1-26-72

APPROVED
SIGNATURE AND TITLE: FOR: DIVISION ENGINEER

5-1-72

...n to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-...ment to provide Federal funds for the undertaking.

GPO 927-954

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DOT

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: NUMERICAL

Index: CONT. NUMBER

INDEXING: Begins with 7686 Ends with: 7703

FLASH CARDS: CONTINUED ON REEL 157

Remarks:

Reel No. 156 Reduction Ration 21X Project No.

Camera: Name BELL + HOWELL Model FILE MASTER Film 16 MM NAT'L

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 13 day of 1 19 83 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Billie Pitts